

Environmental and Social Data Sheet

Overview

Project Name: **ZILINA TEPLICKA MARSHALLING YARD**
 Project Number: 20120023
 Country: SLOVAKIA
 Project Description: The project aims to develop a new marshalling yard in Žilina Teplička, at the crossing point of two TEN-T corridors, in north-west Slovakia. This new site will concentrate all of the marshalling operations from the existing stations in the area, especially from the railway station Žilina, the marshalling yard Žilina, railway station Vrútky and freight station Vrútky. This project is proposed to be financed under framework loan NDP II.

EIA required: **NO**
 Project included in Carbon Footprint Exercise¹: **NO**

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The construction of new marshalling yard falls under Annex II of Directive 2011/92/EU. The Competent Authority (the District Office of Environment in Žilina) has decided to screen out the project given that the Preliminary Environmental Study (PES) concluded that there is no significant adverse impact on the environment due to character of proposed activities (revitalisation, reconstruction of existing facilities). The environmental decision was issued on 7th May 2007.

The project is included in the Operational Programme-Transport 2007–2013, which was subjected to SEA, concluded in February 2007. The project will not affect, potentially or likely, any Natura 2000 or other habitats areas. Form A has been provided by the State Nature Conservancy of the Slovak Republic and was attached to the application for EU fund.

The project ensures competitiveness of rail transport against other transport modes and will improve the quality of rail transport for freight, thus contributing to reduce reliance on trucking and the negative impacts of trucking on the local environment as well as on global climate change. The new constructed marshalling yard will substitute old marshalling yards in Žilina and Vrútky and gradually will play a role of most important marshalling yard in region, located at Priority Axis TEN-T No.23. Moving of marshalling operations out of the city centres of Žilina and Vrútky will have an effect on decreasing the noise for the population affected in those areas. In addition, a significant decrease in the share of diesel traction used in shunting will lead to a decrease in air pollution and results in a modest CO₂ saving. Therefore, it will have a positive impact both on the population and the environment.

Environmental and Social Assessment

Environmental Assessment

After written request by the Promoter, the Competent Authority (CA) did not require full EIA (letter no. ŽP B 2007/01113 – 002/HnI on 1st March 2007). The Preliminary Environmental Study (PES) was elaborated according to Act No. 24/2006 Coll. on EIA. Due to the project's parameters and according to Annex No. 8 of Act (Chapter 13, Item 4c: railway marshalling yards with number of tracks over 10 pieces) the project underwent the screening procedure.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100 000 tons CO₂e/year absolute (gross) or 20 000 tons CO₂e/year relative (net) – both increases and savings.

During this procedure the CA sent the PES to the affected municipalities and authorities for consulting. They delivered written expression of their opinions to the CA before the deadline (21 days period). Due to the character and scale of the proposed activity and taking into account all opinions by affected bodies, the CA issued the environmental decision for the project on 7th May 2007 (Decision made by Letter No. ŽP B A2007/01300-004/Hnl.).

There are no Natura 2000 and proposed SPA and SCI sites in the vicinity of the project area. The closest sites are located around 2 km (pSCI Varinka – SKUEV0221) and 3 km (pSPA Mala Fatra - SKCHVU013) from the project's site. The environmental assessment and the related decision issued by the Competent Authority indicate that there were no relevant adverse impacts on any of the species within above-mentioned sites. Form A was issued by the State Nature Conservancy of the Slovak Republic on 14th May 2008.

The European Commission - during the process of approval the application for EU fund - expressed its concerns whether the area might be a breeding and resting area for protected species and that the project might create a significant migration barrier to relevant internationally and nationally protected wild life using the pan-regional and/or local bio-corridors. In order to clarify this issue, the Promoter provided a supplementary expert report about the environmental situation of the project site. The study concluded that in the site of the envisaged marshalling yard no specimens of sand lizard (*Lacerta agilis*) or other protected or endangered fauna species occur and the site currently does not provide suitable conditions for their permanent introduction, occurrence, stay or reproduction. The proposed action does not create any barrier in the migration bio-corridors, because these either disappeared as a result of other activity, or are situated out of the reach of this proposed action.

Within the decision of EIA, it was required to implement appropriate mitigation measures in order to prevent and minimize possible negative impacts on the environment like noise, air and water pollution, waste treatment, protection of nature, soil, water and noise monitoring. All the conditions set up by the decision of CA were incorporated into the tender dossier as well as in the works contract between the Promoter and the Contractor. The implementation and execution of these conditions is monitored by the external construction supervisor on behalf of the Promoter.

The project will have an impact on the environment both during construction and operation. At construction stage, the project will increase noise levels, and will impact quality of water and air. However, the project's impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable. At operation stage the major impacts will be connected with noise and groundwater. For these reasons details on monitoring of noise and groundwater pollution have been proposed in the environmental decision.

The new marshalling yard will have a positive impact on the population in Žilina and Vrútky, as it will allow for closing down two old marshalling yards in the city centres. This may allow for an improvement of the acoustic climate in those areas. However, the freight traffic volume in the new marshalling yard's area will be significantly increased and this may in turn increase noise levels. The PES analysed the cumulative impact concerning noise levels of the new marshalling yard. According to this assessment noise levels in nearby area will be below the permitted level. In addition, a significant decrease in the share of diesel traction used in shunting will lead to a decrease in air pollution and results in a modest reduction in CO2 emission. Insufficient data was available to calculate the reduction in CO2 emissions but based on the forecasted operational savings of the promoter it will not surpass 1 kton per year.

EIB Carbon Footprint Exercise

The project is not included - the EIB draft Carbon Footprint Methodologies only includes emissions from Investment Loans, and large allocations under Framework Loans, above the methodology thresholds.

Public Consultation and Stakeholder Engagement, where required

Public consultations were carried out within the EIA screening process. Affected municipalities informed the public about the PES and the CA's decision in a common way (by posting the record to official notice board; the public could have been informed about assessment process of the proposed activity and the decision of CA at Internet (<http://eia.enviroportal.sk/detail/zsr-zilina-teplicka-zriadovacia-stanica-2-stavba-2-etapa>) as well as in the Competent Authority's office.