

Environmental and Social Data Sheet

Overview

Project Name:	MODERNISATION OF GYOMA BEKESCSABA LINE SECTION		
Project Number:	20150203		
Country:	Hungary		
Project Description:	Modernisation of Cegléd traction substation, the line section Gyoma (excl.)-Békéscsaba (incl.) and ETCS installation between Budapest-Lőkösháza, country border		
EIA required:	no		
Project included in Carbon Footprint Exercise:	no		

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

The project is part of the upgrade programme of the existing railway corridor between Budapest – Szolnok – Szajol – Békéscsaba and Lőkösháza state border towards Romania and includes the reconstruction of 37 km of railway line and Békéscsaba Station, as well as the implementation of ETCS Level 2 from Budapest to the Romanian border. The line is part of the TEN-T core network (Orient East/Med) and the ERTMS priority corridor.

The 2007-2013 Transport Operational Programme (TOP) for Hungary, under which the project was presented, underwent a Strategic Environmental Assessment (SEA) procedure and the environmental effects were assessed.

The project falls under Annex II of Directive 2011/92/EU and was therefore subject to screening. A preliminary environmental impact assessment was performed in 2002. On the basis of the findings of this assessment, in 2003 the Competent Authority decided, in practice, to screen out the project from completing a full EIA procedure, subsequently issuing environmental permit without further assessment or consultation. This permit covers the whole corridor. Nevertheless, some public consultation did occur during the environmental permission process though no complaints were received from interested parties.

The project is partly situated close to NATURA 2000 sites. The competent authority issued its opinion in 2009 confirming that there are no significant negative impacts on these zones (Forms A has been provided).

The Project will contribute to sustainability objectives by making rail transport more attractive and better placed to face modal competition from road. The project will also enhance railway and road safety as some level crossings will be replaced by underpasses. Therefore, there is expected to be an overall positive environmental impact.

The project is acceptable from an environmental perspective.

Environmental and Social Assessment

Strategic Environmental Assessment

The project is included in the Transport Operational Programme (TOP) year 2007-2013 which was subject to SEA. The SEA was carried out for the Operations which involve a physical impact and include potential projects listed in the Annexes I and II of the EU legislation applicable at the time, which has now been replaced by Directive 2011/92/EU. TOP was approved in 2007 (CCI 2007HU161PO007) and included the corresponding SEAs.

Environmental Assessment

The EIA process was executed in accordance with the applicable legislation, notably the Habitats Directive 92/43/EEC and the EIA Directive 2011/92/EU, transposed in the Republic of Hungary into the Act on the Environmental Impact Assessment. In Hungary, the

implementation of the EIA process is prescribed by the national Act No. 53/1995 on the general rules of environmental protection and was regulated by the 20/2001. (II.14.) Gov. Decree on EIA at the time of initiation of project.

The part of the project related to Gyoma-Békéscsaba section is classified as Annex II of the EIA Directive 2011/92/EU. The ETCS infrastructure and the Cegléd transformer station reconstruction are considered as types of development covered by neither of the EIA Directive Annexes (I and II).

Accordingly, in 2002 the Promoter prepared and submitted to the Middle Tisza Region Environmental Protection, Nature Conservation and Water Management Inspectorate (as competent authority) a preliminary environmental impact assessment for the complete Szajol-Békéscsaba railway line section. A screening-out decision was issued on 17th January 2003 (278-3/2003 – valid until 31st January 2008; first renewal on 10th March 2008: 2291-1/2008 – valid until: 31st March 2013; second renewal on 2nd April 2013: 2125-6/2013 – valid until 31st March 2016). The project (between Gyoma-Békéscsaba) is part of this decision.

Environmental Impacts and Mitigation

The main impacts of the project have been identified as construction phase impacts on water and drainage, dust and air pollution, noise and vibration, impacts on biodiversity, ecology, landscape and waste creation. Additionally impacts during the operation phase include noise, impacts on ecology, risk of ground and water contamination due to spillages or oil leakage, and on landscape. Relevant mitigation measures have been proposed and set as conditions in the environmental permit and its amendment to reduce, offset and eliminate these impacts (drainage system, noise barriers, etc.).

The environmental permit recognised that after the implementation of the project the impacts on the environmental elements will not change, active and passive noise protection measures will be taken to reduce noise levels. At the points where noise barriers cannot be constructed, passive noise protection will be provided - replacement, repair of doors and windows, depending on the result of the noise measurements during implementation.

Natura 2000 Sites

On 17th September 2009 the competent Authority for monitoring Natura 2000 areas (Environmental Protection, Nature Conservation and Water Management Inspectorate of the Tiszántúl) issued a declaration that no likely significant impacts on Natura 2000 areas were expected from the project, and therefore an assessment was not deemed necessary.

A number of Natura 2000 sites are in the rail line's immediate vicinity between Budapest-Ferencváros station and Lőkösháza (ETCS implementation length). No Natura 2000 areas are in the project's immediate vicinity between Gyoma and Békéscsaba. The closest locations are:

- HUKM20017, Hármaskörös (SCI), about 1.5 km away from the project
- HUKM20010, Gyula-szabadkígyósi gyeppek, about 1 km away from the project

Public Consultation

The screening out decision documents and the extensions of validity of the decision were made available to the public through the web link. During the procedure the competent authority has sent public information notifications on the project to the affected municipalities. No comments have been received from either the municipalities or the public.