



European Investment Bank (EIB)

Luxembourg, 05 September 2016

## Environmental and Social Completion Sheet (ESCS)

### Overview

Project Name:	Optimisation of Mosty u Jablunkova-Český Těšín railway line
Project Number:	2011-0586
Country:	Czech Republic
Project Description:	

The project originally consisted of two combined railway construction projects, the Czech Republic State Border–Mosty u Jablunkova-Bystřice n. Olší line (Part A) and the Bystřice n. Olší–Český Těšín line (Part B). The aim was to modernise a double track railway section with a total length of 30.8 km, located in the Eastern part of the Czech Republic between the Slovak Republic State Border and Český Těšín.

After optimisation and modernisation the allowed speed will be increased from 80-100 km/h to 120-140 km/h for conventional trains and to 120-155 km/h for trains with tilting technology. Sections with new straight alignments and new tunnels will allow speeds up to 200 km/h. The loading capacity of the line will be increased from UIC category D3 to category D4. The project will improve and increase transport capacity for passenger and freight trains, reduce journey time, increase traffic safety and reliability as well as offer higher comfort and better information for passengers.

### Summary of Environmental and Social Assessment at Completion

#### **EIB notes the following key Environmental and Social outcomes at Project Completion.**

The project is part of the Operational Programme for Transport of the Czech Republic for the period 2007-2013. The project completed renewal of the substructure and superstructure of the railway; installation of interlockings and signalling systems; construction and installation of transformer stations, power supply systems and overhead contact lines; demolishing of existing bridges and construction of several new railway bridges; reconstruction and modification of existing railway bridges and road bridges over the railway; renovations and upgradings of stations (including car parking, access roads and bus stops). The works started in 2007 for part A and 2009 for part B and were completed in 2013. The project fell under Annex II of Directive 92/2011/EC. An EIA with public consultation was carried out by the Promoter.

Although the project only involved modest rehabilitation along existing alignments, substantial investments were carried out to fulfil the mitigation measures prescribed in the environmental consent during construction as well as after being put into operation. This included ensuring protection against excessive noise and vibrations by installed anti-noise walls, protection of surface and underground waters, disposal of waste water as well as protection of cultural monuments and sites with archaeological findings.



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The project has made rail transport more attractive and better placed to face modal competition from road. The project also enhanced railway safety.

No legal claims or disputes took place in relation with the project. No significant environment or social issues were raised to the best of EIB's knowledge. No fines were issued by the control bodies to the contractor or investor for breach of environmental protection rules in force.

**Summary opinion of Environmental and Social aspects at completion:**

EIB is of the opinion based on reports from the Promoter, or inputs provided by the Promoter and the Borrower that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.