Luxembourg, 16 March 2018

Environmental and Social Data Sheet

Overview

Project Name:	Upgrading the Kelenfold-Pusztaszabolcs railway line, Stage I (Upgrading the Kelenfold-Szazhalombatta section and installation of ETCS level 2)(FL20150006)
Project Number:	20170663
Country:	Hungary
Project Description:	The project consists of the modernisation of the 20.5 km railway section Kelenfold-Szazhalombatta, including the installation of ETCS level 2. This railway line is part of the TEN-T Mediterranean Corridor and part of line no. 40 of the Hungarian railway network.
EIA required:	yes
Project included in Carbon Footprint Exercise:	no

Environmental and Social Assessment

Strategic Environmental Assessment (SEA)

The project is included in the Hungarian National Transport Infrastructure development Strategy (NTS) which was approved by the Hungarian Government in 2014. The NTS was subject to a SEA according to the EU regulatory framework.

Environmental Assessment

The project includes the modernisation of the 20.5 km railway section between Kelenfold and Szazhalombatta. The works include the full renewal of the double track line. A new electronic signalling system and ECTS level 2 will be installed.

The project falls under Annex I of the EIA Directive, therefore requiring an environmental impact assessment (EIA). An EIA procedure was undertaken by the Middle Danube Valley Inspectorate for Environmental protection and Nature Conservation and an environmental permit was issued on 26/08/2013 (KTVF 2975-65/2013) based on the results of the EIA, after which the final building permit was issued.

The EIA analysed the main impacts of railway and road construction connected to the project implementation as well as to railway operations. The potential impacts regard pollution of water (surface and groundwater) and soil, increase of noise and vibration level as well as impacts on landscape and nature in general. Collection and treatment of hazardous and non-hazardous waste also poses a potential impact to be managed.

For each of the impacts, a mitigation measure was identified in the environmental permit. The main residual negative impacts consist of some limited noise/vibration, occasionally dust and mud on the access roads to the building sites. Noise barriers shall be implemented where appropriate and vibration monitored during works. Access roads to construction sites shall be regularly cleaned to avoid the spread of dust and mud. However, this situation will only have temporary environmental impact.

Overall, the project will contribute to improvement of quality and reliability of railway services for both passengers and freight, and thus to the modal shift from road to rail with the consequent reduction of energy consumption, noise, and emissions of pollutants and CO2. All this should result in an improvement of the environmental situation in comparison with the "without project case". Moreover the elimination and modernisation of level crossings will significantly improve safety.

Social Assessment

The project implied the relocation of nine households and nine small businesses. Moreover the implementation of the project included the acquisition of 49 pieces of land - the procedures for 39 of them are completed to date.

People and business who were subject to this resettlement were compensated in compliance with the national legislation.

Although some cases have not been fully resolved, there are no open legal cases and the project has not received any official complaints to date.

Natura 2000 sites

The alignment of the Kelenfold-Szazhalombatta railway line runs almost parallel to the Danube River which is a Natura 2000 site (Site Code: HUDI20034). The section between Budafok stop and Haros station is the closest to the river, about 100-200 m away.

The process carried out for issuing the environmental permit involved the assessment of effects on Natura 2000 sites. The Competent Authority responsible for monitoring the Natura 2000 sites stated in the environmental permit, and in the Natura 2000 declaration, that the project does not have significant impacts on the Natura 2000 sites close to the project area.

Public Consultation and Stakeholder Engagement

The competent authority – the Middle Danube Valley Inspectorate for Environmental protection and Nature Conservation, organised a public consultation in Szazhalombatta on 07/05/2013 and in Budapest, District XXII, on 17/07/2013, according to the requirements of par. 9 of the Government Decree no. 314/2005 (XII.25) (this government decree is the transposition of the EIA Directive into the Hungarian national law). All concerned people were informed about the consultations and reports of the consultations were issued.

Prior to the issuance of the approval, information on the project EIA and the possibility to submit comments had been made available to the public on the bulletin boards of the Competent Authority, as well as the cities and towns through which the line runs. Comments and requests from the public were received by the Competent Authority and taken into account when defining the conditions specified in the environmental permit.

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Conclusions and Recommendations

The rehabilitation project of the 20.5 km railway section Kelenfold-Szazhalombatta, part of the TEN-T Mediterranean Corridor, is included in the Hungarian National Transport Infrastructure development Strategy (NTS) which was subject to a SEA.

An EIA was carried out for this project as required by the EIA Directive for projects covered by Annex I. Following the EIA procedures, including public consultation, the competent authority issued an environmental permit which identifies mitigation measures for environmental impacts during construction and operations.

The project is located close to a NATURA 2000 site, the Danube River. However the competent authority declared, in the environmental permit, and in the Natura 2000 declaration, that the project does not have significant impacts on the Natura 2000 site.

The project's residual negative impacts during construction and operation are limited and partly offset by the expected modal shift facilitated by the investment. Overall, the project is acceptable from an environmental and social perspective.