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Environmental and Social Data Sheet

Overview

Project Name:	CZECH RAILWAY INFRASTRUCTURE REHABILITATION
Project Number:	20170434
Country:	Czech Republic
Project Description:	The operation consists of multiple schemes aimed at upgrading, modernization and renewal of the Czech railway network.
EIA required:	No
Project included in Carbon Footprint Exercise[1]:	Yes

Environmental and Social Assessment

Strategic Environmental Assesment

The project is developed in the context of the strategic documents "Transport Policy of the Czech Republic for 2014 – 2020" and "Transport Sector Strategies, Phase 2"; both plans were approved by the Government in 2013 and the respective Strategic Environmental Assessments (SEA) were undertaken and documented in compliance with 2001/42/EC SEA Directive.

Environmental Assessment

The investment aims at removing eight selected individual bottlenecks in the railway corridor Prague – Brno – Přerov – Ostrava – Petrovice u Karviné (PL border), situated on pre-identified sections of Orient/East-Med (OEM), Rhine-Danube (RHD) and Baltic-Adriatic (BAC) Core Trans-European Network Corridors as follows:

1. Velim (including) – Poříčany (including) railway line (OEM, RHD);
2. Choceň (excluding) – Uhersko (including) railway line (OEM, RHD);
3. Ústí nad Orlicí (excluding) – Brandýs nad Orlicí (including) railway line (OEM, RHD);
4. Adamov (excluding) – Blansko (excluding) railway line (OEM);
5. Brno-Maloměřice (excluding) – Adamov (excluding) railway line (OEM);
6. Lipník nad Bečvou (including) – Drahotuše (including) railway line (RHD, BAC);
7. Polom (including) – Suchdol nad Odrou (including) railway line (RHD, BAC);
8. Dětmarovice (including) – Petrovice u Karviné (PL border) (including) railway line (BAC).

[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.

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All selected sections, totalling 89.6 km, are double-track and electrified. The scope of the project covers optimisation of selected sections and removing bottlenecks created by insufficient permissible axle load and train length as well as by speed limitations, limited capacity and lack of ERTMS. Works are targeted on railway substructure and superstructure, stations and railway stops (platforms, roofing, accessibility for persons with reduced mobility, information systems, lighting, other passenger equipment), engineering structures (bridges, tunnels, culverts), level crossings, traction substations, catenary, signalling equipment and rock slopes to ensure stability as well as some environmental protection measures such as noise walls.

The works will be within the right of way of the railway with no change of alignment; no land acquisition is needed in most sections with the exception of 18,500 m² required in sections 2 and 3 for the installation of noise protection walls.

The competent authorities have confirmed that none of the sections fall under Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU (as amended by Directive 2014/52/EU) and therefore there is no need for Environmental Impact Assessment, and issued the relevant declarations in 2018.

The project runs through flood risk areas of the river Vyrovka (section 1), Loucna (section 2), Ticha Orlice (section 3), Svitava (section 4 and 5), Jezernice (section 6), Odra and Luha (section 7) and Olse and Mlynka (section 8). Project design documentation will include flood protection measures.

There will be only a short period of deterioration of air quality and noise during the construction phase, limited for a limited number of receptors, for which the relevant mitigation measures will be included through good construction practices. This situation will be reversed during the operational phase. Overall, the project will contribute to improvement of quality and reliability of railway services for both passengers and goods, and thus to the modal shift from road to rail with the consequent reduction of energy consumption, noise, and emissions of pollutants and CO2, as well as better accessibility to the rail services. All this should result in an improvement to the environmental situation in comparison to the “without project case”.

Natura 2000 sites

Some schemes run through or in the vicinity Natura 2000 sites, as indicated in the following table:

	Section	**Relevant Natura 2000 sites in the vicinity - distance**
1	Velim – Poříčany	Mitcine (CZ0210719) (0.8 km)
2	Choceň – Uhersko	Uhersko SCI (CZ0533316) – 0 km
3	Ústí nad Orlicí – Brandýs nad Orlicí	Brandýs (CZ053050) 0 km
4	Adamov – Blansko	Svitava River Valley (CZ0624132) – 0 km
5	Brno-Maloměřice St.6 – Adamov	Moravian Karst (CZ0624130) – 0 km
7	Polom – Suchdol nad Odrou	Hustopeče – Štěrká (CZ0713375) – 5.1 km

The Competent Authorities for nature protection in the different regions have confirmed that there are no significant impacts of individual project plans, separately or in combination with other plans, on Natura 2000 sites. This has been properly documented through Form A letters.

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EIB Carbon Footprint Exercise

Carbon footprint assessment has been undertaken and included the carbon footprint exercise. Estimated annual third party greenhouse gas emissions (vehicular use, from existing and induced demand) from the use of the project in an average year of operation over a 30-year assessment period:

- Forecast absolute (gross) emissions are 43,500 tonnes of CO2 equivalent; and
- Forecast emissions savings are 20,000 tonnes of CO2 equivalent.

The project assessment boundaries are limited to the eight sections under the project and do not include the rest of the corridor:

- In the absolute case: rail line totalling 89.6 km in eight sections.
- In the baseline case: rail line totalling 89.6 km in eight sections and parallel road network of approximately the same length.

The forecasts in the baseline and absolute cases are based on Bank Services' project specific assumptions about the workload of rail services (freight and passenger trains) in each of the sections and energy efficiency of rail operations. In the baseline case, a percentage of the passenger demand is assumed to be on the road sector. On a conservative basis no modal shift has been considered for freight transport.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Conclusions and Recommendations

The project consists of renewal of railway substructure and superstructure, stations and railway stops, engineering structures (bridges, tunnels, culverts), level crossings, traction substations, catenary, signalling equipment and rock slopes to ensure stability in eight sections of the railway corridor Prague – Brno – Přerov – Ostrava – Petrovice u Karviné (PL border). The scope of works will be limited to improvements on the current rail alignment with very limited land acquisition required.

The schemes do not fall under of the requirements of the EIA Directive. Given the nature and extent of the works and the characteristics of the predicted impacts, the competent nature protection authorities have also confirmed that no significant impacts on Natura 2000 sites are expected.

The project's temporary negative impacts during construction and residual negative impact during operation are limited and partly offset by the expected modal shift facilitated by the investment.

The project is acceptable for EIB financing in environmental and social terms.