

Luxembourg, 19 October 2018

Public

Environmental and Social Data Sheet

Overview

Project Name:	FEHMARNBELT TUNNEL LINK
Project Number:	2017-0479
Country:	Denmark
Project Description:	The project consists of upgrading of the Danish railway access line, between Ringsted and Rodby, preparing access line to the future Fehmarnbelt tunnel between Denmark and Germany. Main works taking place on some 83 km between Ringsted and Nykobing Falster with some bridge works in Lolland region.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

Denmark adopts major infrastructure projects through specific construction acts of national legislation.

Denmark conducts EIA procedures for infrastructure projects as a precursory part of the legislative process. The contents of these EIA procedures follow the rules of the EIA Directive in detail, including the provisions on public consultation and citizen involvement. This is the case for this project as well.

Denmark has in place a framework, which grants the national Parliament the authority to approve the EIAs through the adoption of a specific act. This approach ensures that major infrastructure projects, which are costly and often cause significant strain on the local communities during the construction phase, are approved in the national Parliament. This in turn guarantees the opportunity for a democratic dialogue between the public and the decision makers, including the environmental impact of the specific project.

For this project the EIA process was carried out between 2011 and 2015.

Thorough investigations of the environmental impacts of the project were carried out as part of the EIA and environmental mitigation measures have been incorporated into the project. The project is expected to have some negative environmental effects during construction and to some extent during operation, for example due to noise and vibration. The project includes the corresponding mitigation measures, such as installation of 18 km of noise barriers along

Luxembourg, 19 October 2018

the railway and noise insulation of around 1650 buildings. Fauna passages have been introduced in the design based on consultation responses and artificial ponds will be created as a mitigation measure for the fauna. Construction works are planned in a way to minimize negative impacts to the nature, for example by limiting works during bird nesting season.

Public consultation for the project's EIA was carried out for 6 weeks in 2011. The reactions from authorities, including the Danish Nature Agency, citizens and other stakeholders to the project were one of the outcomes from the public consultation. Relevant proposals from the public consultation have been included in the Project and incorporated in the final EIA report. As part of the EIA process the Danish Nature Agency, the Municipalities of Ringsted, Næstved, Vordingborg, Guldborgsund and Lolland were consulted. The reactions were categorized and commented in a separate report – called the Consultation Report, published in 2012.

On the basis of the EIA and the Consultation Report, the Minister for Transport, Building and Housing prepared a proposal for the Construction Act for the Fehmarn project, which was issued for public consultation on 28 November 2014. This consultation was conducted together with the supplementary EIA (assessing the environmental impacts of the technical project changes adopted after submission of the EIA report). The consultation deadline for the proposal for the Construction Act and the supplementary EIA was in January 2015, lasting in total some 6 weeks.

Before the adoption of the Construction Act for the Fehmarn Belt project, it underwent three readings in the Danish Parliament. The Danish Parliament has given the development consent on the 4 May 2015 by passing the Construction Act for the global Fehmarn Belt project, and thereby approved the EIA. The Construction Act includes an Implementation Statement describing all relevant impacts on the surrounding environment and the environmental mitigation measures.

Since the completion of the EIA process, the different parties in the project have continued cooperating with the environmental authorities including the Danish Nature Agency and the municipalities.

The impact on the Vasegrøften stream, which is part of the Suså med Tystrup-Bavelse Sø og Slagmosen Natura 2000 site (DK006Y275), has been evaluated and assessed continuously throughout the preparation and implementation of the project. The railway will cross the aforementioned Natura 2000 site (a stream) North of the city of Næstved. The Danish Environmental Protection Agency has declared that the project is not likely to have significant effects on a Natura 2000 sites. The Vasegrøften site will have as a mitigation measure a new fauna passage under the railway. The permanently affected area is less than 100 m², while during the construction 750 m² will be affected. The impact is seen as insignificant.

Other Natura 2000 sites located in the vicinity of the Project (Guldborgsund, DK006X086 and Maribosørne, DK006X087) are not affected by the Project according to the Danish Environmental Protection Agency.

Social Assessment, where applicable

Expropriations are conducted in line with the Danish legal framework.

Land area expropriated temporarily will amount to some 290 hectares. At least 2/3 of this land area is not used as a construction site but as permanent landfills on nearby fields.

Luxembourg, 19 October 2018

Some 100 hectares have been or will be permanently expropriated. Most of the land is agricultural land. 128 properties are expropriated either due to land usage needs or due to vibration related issues.

Public Consultation and Stakeholder Engagement

EIA public consultation was carried out for 6 weeks in 2011. Comments from authorities, including the Danish Nature Agency, citizens and other stakeholders were received.

Consultation was carried out under the EIA process and there was an active communication towards the project affected people. Furthermore, the Project communicates to the general public, amongst other, via their YouTube channel (<https://www.youtube.com/channel/UCJFCG6MSocqzU0dIVuZ4YJQ>).

The adoption of the Act of Fehmarn Belt and thereby the approval of the EIA was made available to the public on the site www.retsinfo.dk which is the official site for all the national laws in Denmark.

Other Environmental and Social Aspects

Project contributes to climate change mitigation as it supports modal shift to rail. In addition, the electrification of the line will lead to reduced CO₂ emissions.

Conclusions and Recommendations

The EIA procedures have been completed and the approval of the Construction Act by the Danish Parliament has included the environmental consent for the project. The expected modal shift resulting from the project will at least partly offset any negative impacts during the construction and operation on the resulting infrastructure. Furthermore, the electrification of the railway line will reduce the CO₂ emissions.

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