



European Investment Bank (EIB)

Luxembourg 29 November 2018

Environmental and Social Completion Sheet (ESCS)

Overview

| | |
|---------------------|--|
| Project Name: | SZAJOL-PUSPOKLADANY INFRA REHABILITATION |
| Project Number: | 2015-0041 |
| Country: | Hungary |
| Project Description | The railway section Szajol-Püspökladány is part of the main line No. 100 Budapest-Szolnok-Debrecen-Nyíregyháza-Záhony (transshipment facility at the Slovak/Ukrainian border). The project mainly concerns the rehabilitation of the existing double track (67.15 km) and the renewal of the catenary and of the signaling and telecommunications equipment. |

Summary of Environmental and Social Assessment at Completion

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

No significant environment or social issues were noted.

The project was a major allocation under the Structured Programme Loan "COHESION FUND FL III PHASING RAIL INVESTMENTS (2014-0278)". The railway section Szajol-Püspökladány is part of the main line No. 100 Budapest- Szolnok-Debrecen-Nyíregyháza-Záhony (transshipment facility at the Slovak/Ukrainian border). The project mainly concerned the rehabilitation of the existing double track (67.15 km), renewal of the catenary and signaling and telecommunications equipment.

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 was classified as an Annex II Project under the EIA Directive. This was confirmed by the Middle Tisza Region Inspectorate for Environment Protection, Nature Conservation and Water, as the Competent Authority. A preliminary Environmental Assessment (EA) was undertaken for the project in 2007. Based on the EA, a full EIA was undertaken and submitted in October 2007 and the environmental permit was issued by the Competent Authority on 28 May 2008 (file no. 1115-55/2008). Subsequently this document was amended on 17 July 2008 (file no. 1115-75/2008). The amendment introduces further conditions regarding protected bird species in the Hortobágy National Park and noise impacts.

The rail line runs through one NATURA 2000 site (SCI Hortobágy-HUHN20002), and along the border of two other NATURA 2000 sites (SPA Hortobágy-HUHN10002 and SCI Hegyesbor-HUHN20146). An appropriate assessment was undertaken in May 2010 and updated in February 2013. The assessment concluded that the project would not have a significant impact on the NATURA 2000 sites due to the relatively limited percentage of land affected by the project and the determination that the protected species and habitats are not located in the direct area of influence of the project. This opinion was confirmed by the issuance Competent Authority for Nature Conservation. The declaration was obtained from the Central Tisza Regional Inspectorate for Environment Nature and Water on 28 February 2013.



European Investment Bank (EIB)

Luxembourg 29 November 2018

Environmental impacts during project execution and operation included noise, impacts on ecology and on the landscape. Relevant mitigation measures have been implemented to reduce and eliminate these impacts as set as conditions in the environmental permit and its amendment, such as:

- Creating a hedge of indigenous shrubs to prevent the spread of invasive species;
- Establishing deposit sites and transport routes outside NATURA 2000 sites;
- Vegetation cutting was implemented before the vegetation period in order to protect red-backed shrikes (*Lanius collurio*) and southern festoon (*Zerynthia polyxena*);
- During the implementation of the project periodical, but minor negative impacts occurred on red-backed shrikes (*Lanius collurio*) already nesting in the hedges in shrubs and in older trees as well as on the tawny pipit (*Anthus campestris*) population of open, treeless areas. During the project implementation, the placement of deposits and the movement of machineries took place outside the breeding season.

In order to mitigate impacts during operation noise protection walls and other noise reduction measures (window replacement) were recommended for specified sections.

The project supported the rehabilitation of an existing rail infrastructure on a key section of the TEN-T corridor. It contributes to sustainable transport objectives by making rail transport more attractive and better placed to face competition from road, as well as also contributes to climate adaption.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.