

Luxembourg, 5. February 2019

Public

Environmental and Social Data Sheet

Overview

Project Name: ZSR PUCHOV - ZILINA RAIL LINE UPGR (FL20140465)
 Project Number: 2018-0419
 Country: Slovakia
 Project Description: The Project consist of modernisation of about 33 km rail lines in Slovakia, sections Puchov - Povazska Tepla, Dolny Hricov - Zilina and Vah - Strecno

EIA required: Multi-scheme project, requirements vary

Project included in Carbon Footprint Exercise: no

Environmental and Social Assessment

Environmental Assessment

The project is part of the Operational Programme Integrated Infrastructure (OPII) for the period 2014-2020 of the Slovak Republic, which was subject to strategic assessment (SEA) in accordance with Directive 2001/42/EC in April 2014.

The three schemes in the project are the following:

- i) Modernisation of railway line Púchov – Žilina, for track speed up to 160 km/h – 1st stage, section Púchov – Považská Teplá
- ii) Modernisation of railway line Púchov - Žilina, for speeds up to 160 km/h, 2nd Stage – (section Považská Teplá (excl.) – Žilina (excl.)) Phase 2 (Dolny Hricov – Žilina)
- iii) Completion of Žilina-Teplicka station and related railway infrastructure in Žilina node, Žilina section (excl.) - Varin

The schemes included in the Project fall under Annex I and Annex II of Directive 2011/92/EU (the EIA Directive). The applicability of the EIA Directive to the schemes is explained below.

- i) Modernisation of railway line Púchov – Žilina, for track speed up to 160 km/h – stage I, section Púchov – Považská Teplá
 - The project includes completely new alignment on approximately 80% of the project scope and therefore shall be considered as Annex I project under the EIA Directive. Full EIA was required by the environmental authorities and EIA was undertaken.
 - The original EIA consultation process was initiated by the Ministry of Environment (MoE) in September 2006. The public was notified of the planned public hearings for the project and had access to the EIA report at the municipal offices. Public hearings were organised at a number of Municipalities, including the towns Považská Bystrica, Púchov, Nimnica, etc.

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- In December 2006, the Ministry of the Environment issued the EIA Decision, and its conditions were part of the documentation for the Territorial Decision and the Building Permit, and were available during the public consultation procedures at the municipal offices. In 2012, the final EIA Decision was made available to the public through the web portal: <http://www.enviroportal.sk/sk/eia/detail/zsr-modernizacia-zeleznicnej-trate-puchov-zilina-pre-rychlost-do-160-k-1>
- Due to project changes, the project underwent another screening procedure with a negative screening decision given in September 2015. For the Notification of Change Procedure, the entire documentation and the negative screening decision have been made available at the portal: <http://www.enviroportal.sk>:
(<http://www.enviroportal.sk/sk/eia/detail/modernizacia-trate-puchov-zilina-pre-rychlost-do-160-km-h-usek-puchov->)
- The closest NATURA 2000 sites are some 500 meters from the section. The sites are:
 - Strazovske vrchy (SKUEV0256 and SKCHVU028) and
 - Klapy (SKUEV0581)

The Competent Authority (State Nature Conservancy of the Slovak Republic) has declared that the section is not likely to have significant effects on a NATURA 2000 sites and no assessment is required by Article 6(3) of Directive 92/43/ECC is necessary.

- A number of mitigation measures have been set during the project development, which can be summarised as follows:
 - Installation of noise protection measures – noise barriers;
 - Retaining walls;
 - Modification of creeks and streams;
 - Archaeological Survey;
 - Storm water management;
 - Landscaping;
 - Environmental Monitoring.
- ii) Modernisation track Púchov - Žilina, for speeds up to 160 km/h, II. Stage - (section Považská Teplá /except/ – Žilina /except/), Phase 2 (The works on the section have already been completed).
- On 14 November 2005, a screening out decision was taken in the examination procedure by the Ministry of the Environment of the Slovak Republic, which stated that the section would not be required an EIA.
 - The existing rail alignment was utilised to the greatest extent possible. The decision was taken by the Ministry of Environment based on submitted environmental analysis documentation, which was prepared by the Designer.
 - The closest NATURA 2000 site is some 1 km from the section. The site is:
 - Strazovske vrchy (SKUEV0256 and SKCHVU028)
 - The Competent Authority (State Nature Conservancy of the Slovak Republic) has declared that the section is not likely to have significant effects on a

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NATURA 2000 sites and no assessment is required by Article 6(3) of Directive 92/43/ECC is necessary.

iii) Completion of Žilina-Teplicka station and related railway infrastructure in Žilina node, Žilina section (excl.) - Varín

- An EIA report was prepared with four options, one of which was a “do nothing” option.
- During the territorial decision procedure, the compliance with the territorial planning documentation of the town, impacts on population, socio-economic and natural environment, as well as technical and economic criteria were taken into account.
- Final EIA decision was issued by the Ministry of the Environment on 24.10.2013. The final EIA decision specifies the conditions for the Project preparation during the subsequent steps:
 - Territorial decision procedure (issued on 15.5.2015 by the Town Žilina, competent Construction Office) and
 - Construction permission procedure, for which the construction permission allowing the start of preparatory works has been granted. Due to the multi-stage construction permitting procedure in Slovakia, the process is expected to be finalised end of 2019.
- In November 2017 a change of scope took place. In December 2017, a decision was taken by the Ministry of the Environment in the inquiry procedure, stating that a new EIA would not be needed.
- The existing rail alignment is utilised to the extent possible. Deviations will be caused by specific conditions, when dealing with adjustments of the curve of the track to achieve the required parameters for upgraded lines.
- The section is crossing or adjacent to two NATURA 2000 sites:
 - Varínka (SKCHVU013) and
 - Malá Fatra (SKCHVU013)

The Competent Authority (State Nature Conservancy of the Slovak Republic) has declared that the section is not likely to have significant effects on a NATURA 2000 sites and no assessment is required by Article 6(3) of Directive 92/43/ECC is necessary.

Social Assessment, where applicable

The 1st stage (*Púchov - Považská Teplá*) requires the resettlement of 12 households in the village of Nimnica and in the *Púchov - Považská Teplá* section, 9 family houses are resettled in Milošov. The resettlement process and the compensation follows the Slovakian law.

Land acquisition is almost completed, with little less than 70 ha is expropriated.

A petition was filed by the citizens of the village of Dolný Hričov on the 04.04.2012, to maintain the current location of the railway station. The petition was fully complied with by the ŽSR.

According to the Territorial Decree of 03.12.2012, the Promoter (ŽSR) has the obligation to compensate Milošov citizens as they have lost the direct railway connection towards Považská Bystrica and Púchov. This compensation (requirement of the city Považská

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Bystrica) is done by building a road connection (state route III) in the original railway alignment connecting the city Milochoch with cities Považská Bystrica and Púchov.

Public Consultation and Stakeholder Engagement

Public consultation took place as part of the EIA procedures and certain technical changes have been introduced to the project as a result of these consultations.

Conclusions and Recommendations

The project consists of 3 schemes, and requirements concerning the EIA vary. The Promoter completed the EIA procedures were required and obtained the necessary environmental approval. The project has no significant effects on any Natura 2000 sites.

The project contributes towards climate change mitigation as it supports modal shift to rail, which in turn helps to offset some of the negative environmental impacts stemming from the construction period of the project.

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