



Luxembourg, 20 September 2023

## Environmental and Social Data Sheet

### Overview

Project Name:	<b>KELENFOLD-PUSZTASZABOLCS STAGE II (FL20150006)</b>
Project Number:	<b>20170669</b>
Country:	<b>HUNGARY</b>
Project Description:	The project includes the upgrading of 29.6km of double track railway line between Százhalombatta and Pusztaszabolcs on line no. 40 of the Hungarian network and the construction of 1.3km single-track connection between Érd station located on line no. 40a and Érd alsó station located on line no. 30a. The project is part of the TEN-T Mediterranean Corridor.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

### Environmental and Social Assessment

#### Strategic Environmental Assessment (SEA)

The project is part of both the National Transport Infrastructure Development Strategy (NTIDS) as well as the Integrated Transport Development Operational Programme 2014-2020 (ITOP). A SEA was carried out for both plans mentioned above, including public consultation. The environmental report for the NTIDS, including the non-technical summary, was published on the following website:

<https://2015-2019.kormany.hu/download/3/a8/10000/Nemzeti%20K%C3%B6zleked%C3%A9si%20Infrastrukt%C3%BAra-fejleszt%C3%A9si%20Strat%C3%A9gia.pdf>

The Hungarian government approved the NTIDS with Decision no. 1486/2014.

The environmental report for the ITOP, including the non-technical summary, was published on the website: <https://www.palyazat.gov.hu/download.php?objectId=52657>

#### Environmental Assessment

The project consists of the upgrading to higher technical standards of 29.6km of existing double track railway line between Százhalombatta and Pusztaszabolcs. The project falls within the scope of Annex I of the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by 2014/52/EU).

The EIA report for the Százhalombatta-Pusztaszabolcs railway section was submitted to the competent authority on 14/12/2012, who issued an environmental permit on 24/07/2014 (decision reference: 55464/2014). Following modifications to the project, the EIA report was amended and re-submitted to the competent authority on 05/10/2018 who issued an environmental permit for the modified project on 19/11/2018 (decision reference: FE-

<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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08/KTF/07827-65/2018). There are no ongoing legal procedures concerning the environmental permit.

The EIA analysed the main impacts connected to the project implementation as well as to railway operations, including impacts on animals, plants, habitats, water, soil, air, landscape and cultural heritage. The main impact factors concern air pollution, noise and vibration, water and waste. Mitigation measures were designed for the foreseen impact factors.

Construction activities cause some disruptions, e.g. air pollution, that are monitored and, in any case, limited in time. Moreover, mitigation measures are foreseen during construction for areas in the vicinity of Natura 2000 sites, such as the installation of protection fences to reduce impacts on habitats. Temporary noise barriers are foreseen in some locations during the construction phase. Monitoring of noise has been planned during project implementation.

Noise and vibrations during rail operations will be reduced with the use of elastic fastening and continuous welded rails. In specific locations permanent noise barriers will be installed. Moreover, it is expected that hazardous and non-hazardous waste generated during the line upgrading and its operation is collected in compliance with legal requirements.

The competent authority, in compliance with art 4.7 of the EU Water Framework Directive 2000/60/EC, issued a water declaration for the project Szazhalombatta-Pusztaszabolcs on 07/12/2015. The conclusions are that the project does not modify the physical characteristics of surface water and the level of groundwater bodies.

Overall, the project will contribute to journey time savings, vehicle operating cost savings, railway capacity increase and improvement of quality and reliability of railway services for both passengers and freight. This project will generate some modal shift from road to rail with reduction of congestion on the road network as well as reduction of car accidents and emissions of pollutants and CO<sub>2</sub>. The “with project Scenario”, despite some local negative impacts, will bring an overall improvement to the environment if compared with the “without project scenario”.

### **Public consultation and Stakeholder Engagement**

The public was informed about the EIA procedure through publications on the competent authority website and in offices of the relevant municipalities. A public hearing was held in Pusztaszabolcs on 4 March 2014. No objections were raised by the public.

### **Natura 2000 sites**

An Appropriate Assessment (AA) was carried out for the project section Százhalombatta–Pusztaszabolcs in accordance with Article 6(3) of the Habitats Directive.

Impacts were assessed for the Natura 2000 site Besnyői löszvölgy (HUDI20007), which is crossed by the project. However, the alignment of the existing railway line will not be modified in the section of the project crossing the site.

Following the review of the EIA and AA, the competent authority issued a Natura 2000 declaration stating that the project does not have significant impacts on the habitats and species for which the Natura 2000 site has been designated, assuming the correct implementation of the environmental requirements defined in the environmental permit.

### **Vulnerability to the climate change**

The project is sensitive to climate change, particularly to the risk of increase of temperature, wind speed, heavy rainfall, floods and snow loads. Project resilience to climate change is enhanced with proper design of structures, earthwork and railway systems which takes into account extreme weather events.

### **Paris alignment**

The project has been assessed by the Bank’s services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of upgrading of



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infrastructure for zero direct emission transport, therefore, it is considered to be aligned with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

### **EIB Carbon Footprint Exercise**

Based on Promoter's forecast of passenger and freight volumes, the Bank Services estimated that the project will produce about 2 ktonnes CO<sub>2</sub>e/year. Project emissions savings are estimated to be about 2 ktonnes CO<sub>2</sub>e/year. The estimated values refer to an average year of the 30 years of project operations.

### **Social Assessment**

#### **Land acquisition and resettlement**

The implementation of the project includes the acquisition of 247 parcels of land and demolition of a block of 25 apartments as well as 21 houses. The procedures for land acquisition, resettlement and compensation of people and businesses are finalised or well advanced and are carried out in compliance with the national legislation.

#### **Transport safety**

The installation of ECTS will result in improvement of safety of the railway network and construction of grade-separated level crossings will result in improvement of safety of both railway and road transport. Moreover, the project is expected to result in modal shift from road to rail and therefore to an improvement of the safety of the transport system in general.

#### **Accessibility**

The project will improve the accessibility of the railway transport for passengers. In particular, passenger buildings and platforms at stations and stops as well as the underpasses will be renovated in accordance with the current EU requirements for accessibility for persons with reduced mobility and persons with disabilities.

## **Conclusions and Recommendations**

The project is part of infrastructure programmes, which were subject to SEA. Moreover, the project was subject to an EIA procedure, including public consultation and an Appropriate Assessment of the potential impacts on Natura 2000 sites was carried out. Following the review of the relevant documentation, the competent authority issued an environmental decision.

The environmental decision identifies appropriate mitigation measures for environmental impacts during construction and operations and the competent authority stated that the project does not have significant impacts on any Natura 2000 sites.

The project's residual negative impacts during construction and operations, considering the planned mitigation measures, are acceptable. The impacts during the operation phase are partly offset by the expected modal shift facilitated by the investment.

Development consents were issued for all works included in the project.

Under the circumstances indicated above, the project is acceptable for EIB financing from an environmental and social perspective.