

Environmental and Social Data Sheet

Overview

Project Name:	ZSSK ROLLING STOCK (FL20140465)
Project Number:	2018-0420
Country:	Slovakia
Project Description:	Purchase of rolling stock (21 diesel multiple units and 25 electric multiple units) and construction of a depot in Zvolen
EIA required:	no for rolling stock / yes for construction of depot
Project included in Carbon Footprint Exercise:	no

Environmental and Social Assessment

The project consists of the acquisition of 46 trainsets (21 diesel multiple units and 25 electric multiple units) and the construction of a depot for light maintenance of rolling stock in Zvolen.

Strategic Environmental Assessment (SEA)

The rolling stock acquisition and the construction of Zvolen depot are financed under the Operational Programme Integrated Infrastructure (OPII) 2014-2020 for which a SEA was performed.

Environmental Assessment

Manufacturing of rolling stock does not fall under either Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52 /EU). Therefore, no EIA is required for this project component.

The new vehicles will mostly replace old rolling stock, which is mostly at the end of its economic life, does not correspond to current passenger expectations of performance and comfort and is a deterrent for car drivers that consider switching to rail. Eight EMUs will be transferred from the Žilina region to operations in other regions in Slovakia.

The project is expected to increase the attractiveness of rail services comparing with the current situation. In addition, in the absence of such investments, the existing rail service quality would further deteriorate and encourage the use of private cars.

The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency and emission standards. It will also be in conformity with the EU Technical Specifications for Interoperability concerning noise and accessibility for persons with reduced mobility and persons with disabilities. The EMUs will also have regenerative braking system to improve the energy efficiency of the train fleet.

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The replaced rolling stock will be redeployed or scrapped by companies specifically authorised for this activity.

The new rolling stock will be maintained in two new depots: in Žilina (EMUs) and Zvolen (DMUs), built on the sites currently used for rail maintenance within the existing railway site with no additional land take.

In Zvolen, the works will include construction of new sheds with through tracks equipped with inspection pits, track yard for temporary stabling of trainsets as well as construction of internal roads and connections with the existing electric, water and sewage utilities. The works for the depot in Zvolen fall under Annex II of the EIA Directive, therefore they were subject to a screening decision. On 7 July 2014 the Slovak Ministry of Environment issued a decision requiring a full EIA. The EIA report analysed the main impact factors during project implementation as well as operations, including impacts on animals, plants, habitats, water, air, soil and noise levels. The study concluded that no significant impacts would derive from the depot construction and its future operations. An environmental decision was issued by the Ministry of Environment on 27 November 2014. The location permit for the construction of the depot was issued by the city of Zvolen on 17 February 2015. The building permit for the main components of the depot construction was obtained on 15 December 2015. The validity of the building permit was extended to the end of 2020.

In addition to the project scope described above, a new rolling stock depot will be built in Žilina. This component is not part of the EIB project but is considered to be associated facilities and has been therefore subject to appraisal.

In Žilina, similarly to Zvolen, the works will include sheds for servicing and cleaning rolling stock with through tracks. There will also be a track yard for allowing temporary stabling of trains. The works fall under Annex II of the EIA Directive, therefore they were subject to a screening decision. On 21 August 2014 the Slovak Ministry of Environment issued a decision requiring a full EIA. The EIA report analysed the main impact factors during project implementation as well as operations, including impacts on animals, plants, habitats, water, air, soil and noise levels. The study concluded that no significant impacts would derive from the depot construction and its future operations. An environmental decision was issued by the Ministry of Environment on 1 April 2015. The location permit for the construction of the depot was issued by the city of Žilina on 24th of September 2015.

Social Assessment

The depots will be built on land belonging to ZSSK, located close to the existing railway infrastructure in the territory of Zvolen and Žilina. The implementation of the project does not include any land acquisition, so no impacts on households or local businesses are foreseen.

Nature protection areas

The competent authorities, Okresný úrad Banská Bystrica (for the DMUs) and Okresný úrad Žilina (for the EMUs), expressed the opinion that the purchase of rolling stock and its operations will not have significant impacts on Natura 2000 sites.

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The Zvolen depot will be about 10 km away from the Habitats Directive Site Skalka (SKUEV0266) and about 20 km away from the Bird Directive Site Polana (SKCHVU022).

The Žilina depot will be about 8 km away from the Habitats Directive Site Strazovske vrchy (SKUEV0256) and about 10 km away from the Bird Directive Site Mala Fatra (SKCHVU013).

The competent authority, Okresný úrad Zvolen for Zvolen, expressed the opinion that the construction of the depot in Zvolen and its operations will not have significant impacts on Natura 2000 sites. The promoter will be requested to obtain and present to the Bank an opinion from the Okresný úrad Žilina confirming that the construction of the depot in Žilina and its operations will not have significant impacts on Natura 2000 sites.

No significant effects are foreseen during the depots construction period and the depots operations on these Natura 2000 sites.

Conclusions and Recommendations

The project's residual negative impacts during construction and operation are limited. The project is expected to increase the modal share of rail, in particular by comparison with the "without project" scenario, in which the quality of rail services would deteriorate. The project is expected to have positive environmental impact in terms of energy savings, air pollution, noise and CO2 emissions.

The project is financed under the Operational Programme Integrated Infrastructure (OPII) 2014-2020 which was subject to SEA.

The construction depots in Zvolen and Žilina project were subject to EIAs, which did not raise any concerns regarding environmental impacts. Both projects received already the location and building permits.

The competent authorities declared, in a Natura 2000 declaration, that the acquisition of rolling stock and construction of depot in Zvolen does not have significant impacts on any Natura 2000 sites. The promoter will be requested to obtain and present to the Bank an opinion from the Okresný úrad Žilina confirming that the construction of the depot in Žilina and its operations will not have significant impacts on Natura 2000 sites.

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