

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>PKP INTERCITY FLEET RENEWAL AND EXPANSION</i>
Project Number:	<i>2021-0178</i>
Country:	<i>POLAND</i>
Project Description:	<i>The project consists of acquisition of new electric locomotives and passenger coaches, as well as modernisation of electric multiple units and coaches. The rolling stock will be used to provide long distance services under a Public Service Contract throughout Poland and to limited extent also in neighbouring countries.</i>

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: yes

(details for projects included are provided in section: "EIB Carbon Footprint Exercise").

### Environmental and Social Assessment

#### Environmental Assessment

The project consists of acquisition of up to 108 mainline electric locomotives, around 300 coaches for passenger services and 38 push-pull rakes of coaches. In addition, the project consists of modernisation of 14 electric multiple units and 288 passenger coaches. The rolling stock will be used for long distance passenger services in Poland; some vehicles will also render cross-border services between Poland and other EU countries, such as the Czech Republic, Germany, Austria, Hungary and Slovakia.

Manufacturing of rail rolling stock does not fall under 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 the project.

The new rolling stock will replace old vehicles, which are at the end of or beyond their economic life, do not correspond to current passenger expectations of performance and comfort and are a deterrent for those who would potentially switch from private car to rail. The project will also allow to increase the number and frequency of some connections. 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.

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<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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The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. In addition, it will be equipped with on-board energy meters, which will allow obtaining exact data on actual energy consumption of each train as well as implementation of energy management procedures (EcoDriving and EcoParking).

The modernised electric multiple units will be equipped with on-board energy meters and modified to permit electric energy recuperation. Furthermore, the modernised electric multiple units and passenger coaches will be equipped with improved thermal insulation, which will also improve energy efficiency.

All modernised electric multiple units will be brought into conformity with the EU requirements in relation to persons with reduced mobility and disabilities. The operating arrangements for modernised passenger coaches will ensure that there is at least one PRM TSI compliant coach on each train operated by the company.

The maintenance for the new rolling stock will require modernisation and extension of depots and relevant infrastructure within existing railway maintenance sites. These investments into the railway maintenance sites are associated facilities and are not financed by the Bank as part of this project.

### **EIA Assessment**

The following associated facilities fall within the scope of Annex II of the EIA Directive and have their EIA screening procedure ongoing:

- Białystok
- Bydgoszcz
- Gdynia Grabówek
- Katowice
- Kraków Prokocim
- Łódź Kaliska
- Lublin
- Poznań
- Przemyśl
- Warszawa Grochow (concerning a new workshop).

The following railway maintenance sites fall with the scope of Annex II of the EIA Directive and have an EIA screening out decision by the Competent Authority:

- Olsztyn
- Szczecin
- Kraków Kgz
- Wrocław.

### **NATURA2000**

The NATURA2000 assessment stating there will be no significant harm to the NATURA2000 areas as per Article 6(3) of Directive 92/43/EC (the Habitats Directive), is completed for the following railway maintenance sites:

- Gdynia
- Przemyśl
- Warszawa Grochow
- Wrocław
- Kraków KGZ
- Olsztyn
- Szczecin.

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The NATURA2000 assessment as per Article 6(3) of Directive 92/43/EC (the Habitats Directive) is still to be conducted at:

- Białystok
- Bydgoszcz
- Katowice
- Kraków Prokocim
- Łódź Kaliska
- Lublin
- Poznań.

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

### **EIB Carbon Footprint Exercise**

The project is included on the following basis:

Estimated annual greenhouse gas emissions from the use of the project in a typical year of operation over a 30-year operating assessment period:

- Forecast absolute (gross) emissions are about 112 tonnes of CO<sub>2</sub> equivalent;
- Forecast emissions decrease by about 24 tonnes of CO<sub>2</sub> equivalent.

The project assessment boundaries are:

- In the absolute case: the new rolling stock operating on the same rail network as the old rolling stock;
- In the baseline case: the existing rolling stock operating on the same lines and vehicles on the road.

The forecasts in the baseline and absolute cases are based on project specific assumptions about electrical energy consumption of rail operations.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

### **Social Assessment, where applicable**

The Promoter is taking important steps to recognise the issues related to gender equality by introducing these topics in passenger surveys related to one of the project components (rakes of coaches). Sex disaggregated findings from these surveys will be considered in the final design of the coaches.

Gender tag: significant.

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## Conclusions and Recommendations

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 safety, accessibility of transport, air pollution, noise and CO2 emissions. The project will result in improved access to rail services for persons with reduced mobility and disabilities.

For the works at the railway maintenance sites in Białystok, Bydgoszcz, Gdynia Grabówek, Katowice, Kraków Prokocim, Łódź Kaliska, Lublin, Poznań, Przemyśl and Warszawa Grochow whose environmental permitting procedure is still ongoing, prior to commencement of works, the Promoter shall provide the Bank evidence of conformity with the EIA Directive and confirmation of absence of significant impacts on Natura 2000 sites in conformity with the Habitats Directive.