

Luxembourg, 24th November 2022

Environmental and Social Data Sheet

Overview

Project Name:	PLK E65 SOUTHERN SECTION PHASE II
Project Number:	2021-0109
Country:	POLAND
Project Description:	Modernisation of key sections of the railway line from Bedzin through Katowice to the CZ/SK border.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes

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

Environmental and Social Assessment

Environmental Assessment

The project forms part of the Polish Railway Master Plan to 2030 and the Transport Development Strategy to 2020 (with perspective to 2030). These two programmes have been subject to a Strategic Environmental Assessment (SEA) as set out in Directive 2001/42/EC.

The project consists of upgrading and modernisation of track, electrification, control command and signalling, telecommunications, level crossings and will allow increasing the line speed to 160 km/h and 100 - 120 km/h (depending on the section) for passenger and freight trains respectively. The project is implemented in 3 railway sections:

- Bedzin – Piotrowice (lots A and A1)
- Tychy – Most Wisla (lot B)
- Zabrzeg - Zebrzydowice (state border, lot D)

Works take place on some 230 km of railway tracks, out of which new alignment is approximately 2 km (lot D) and construction of approximately 40 km of new tracks parallel to the existing tracks (lot A and A1). Lot C has been financed as part of the phase I project (PLK E65 SOUTHERN SECTION PHASE I, 2015-0125).

The project falls under Annex II of the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU).

The paragraphs below describe the process followed for obtaining the environmental permits and lists the obtained environmental decisions.

¹ 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 CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.



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Bedzin – Piotrowice (lots A and A1)

The following environmental decisions were obtained for the Project component:

1. An application for the environmental decision was submitted in 2014 for the project entitled: *Reconstruction/construction of the railway line on the Katowice Szopienice Poludniowe – Katowice section*. A screening in decision was issued the same year by the competent authority. An EIA was conducted in 2014 - 2015. The environmental decision of the competent authority was granted in 2016.
 - 1.1. An application for an amendment of the environmental decision mentioned above was submitted on in 2018. The competent authority issued a screening in decision the same year. The environmental impact assessment report of the project was supplemented in 2019 at the request of the competent authority. Finally, an environmental decision of the competent authority was granted in 2020.
 - 1.1.1. Corrigendum of the Regional Director of Environmental Protection in Katowice was issued in 2022 to the environmental decision correcting mistakes in the mileage of railway lines.
2. An application for the environmental decision was submitted in 2015 for the project entitled: *Works on primary passenger lines (E 30 and E 65) within the Silesian Province, stage I: E65 railway line, Bedzin – Katowice – Tychy – Czechowice-Dziedzice – Zebrzydowice section. Section: Bedzin Katowice Szopienice Poludniowe from km 305+000 to km 312+400*. A screening in decision was issued the same year. An EIA was conducted 2017 – 2018. The environmental decision of the competent authority was granted in 2018. The decision was published on the same day.

Tychy – Most Wisla (lot B)

An application for the environmental decision was submitted in 2012 for a project entitled: *The reconstruction/construction of a railway line on the Katowice-Zwardoń and Katowice – Zebrzydowice sections, with the exception of railway stations: Katowice, Czechowice Dziedzice, Zebrzydowice*. A screening in decision was issued by the competent authority the same year. An EIA was conducted 2015 – 2016. An environmental permit of the competent authority was obtained in 2016 for the project consisting in reconstruction/construction of the railway line Katowice – Zwardon and Katowice – Zebrzydowice – state border, excluding railway stations: Katowice, Czechowice Dziedzice, Zwardon, Zebrzydowice, planned to be implemented according to variant 1.

Zabrzeg - Zebrzydowice_ (lot D)

The environmental decision issued for the Tychy – Most Wisla (lot B) covers partly this section as well. In addition, the Zebrzydowice railway station has a separate environmental decision, for which an application was submitted in 2014. A decision issued by the competent authority issued on the same year required to carry out an environmental impact assessment. An EIA was conducted 2014 – 2016. The environmental decision was issued in 2016. This decision was amended in 2018, adding acoustic screens as requested by an appeal and correcting typographical errors. This section includes re-alignment of the existing track for approximately 2 km.

The project passes through one NATURA2000 site, and it passes in the vicinity of three NATURA 2000 sites at the following distances:

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Site	Distance
Dolina Górnej Wisły (PLB240001)	Project passes through the site
Zbiornik Goczałkowicki - Ujście Wisły i Bajerki (PLH240039)	Approximately 0.03 km
Pierściec (PLH240022)	Approximately 1.9 km
Dolní Marklovice (CZ0813442)	Approximately 1 km (Czech Republic)

The competent authority has declared that the project is not likely to have significant effects on a NATURA 2000 site and therefore an appropriate assessment according to Article of 6 (3) of Directive 92/43/EEC was not deemed necessary. Furthermore, the competent authority has determined that no significant impact on NATURA 2000 site is expected and there is no need for cross-border consultation.

The competent authority has declared that the project will not lead to deterioration of the status of water bodies in accordance with the Water Framework Directive 2000/60/EU. The declarations for the three project sections were issued in 2021 (Tychy – Most Wisła and Zabrzeg-Zebrzydowice) and 2022 (Bedzin – Piotrowice).

In accordance with the environmental decisions the works' design includes measures to mitigate adverse impacts during the project implementation and operation.

Measures during implementation (not limited to):

- Dust mitigation by watering the roads leading to the construction sites and washing the wheels of the vehicles exiting construction sites
- Construction vehicles have to be maintained to the applicable standards to reduce, amongst other, noise nuisance
- Construction materials have to be stored in a way that prevents pollution to the environment.
- Construction waste has to be collected in way that does not contaminate the environment
- Using anti vibration matts at selected locations during construction and monitoring vibration

Measures during operation (not limited to):

- Regular checking and maintenance of the drainage system
- Installation of noise screens and anti-vibration measures at selected locations
- Installation of measures, which prevent fauna getting trapped or hurt in parts of the infrastructure (like drainage system)
- Monitoring of the project impacts on the environment
- Post-implementation analysis on the noise and vibration impact (18 months after the project completion)

The competent authority concluded that there is no transboundary impact, including on NATURA2000.

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 construction and modernisation of infrastructure for zero direct emission transport (electrified railways), 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.



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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 46,000 tonnes of CO₂ equivalent;
- and
- Forecast emissions savings are about 18,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the passenger and freight services operating on the project lines.
- In the baseline case: the passenger and freight services operating on the project lines and the road traffic avoided as result of the project.

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 project required expropriation of 10 single-family residential buildings. Approximately 190 hectares of land are to be acquired. The resettlement and land expropriation process as well as the compensation follow the Polish law.

All the project components will be delivered in accordance with the relevant Technical Specifications for Interoperability (TSI), including TSI for Persons with Reduced Mobility for the stops and stations, thus facilitating access to the railway passenger transport offering.

The project generates good social benefits, improving safety, comfort and better access for persons with reduced mobility. Public transport improves accessibility to education and job markets for people without access to individual motorised transportation. The project is expected to facilitate modal shift towards rail. The project will enhance the overall accessibility of the railway system.

Public Consultation and Stakeholder Engagement

The public consultation was conducted in 3 stages.

The first stage informed the public that a process of issuing a permit to the project was ongoing. The public consultations for the environmental decisions were held in several cities, as the permits cover several railway sections.

The public consultations were conducted 2015 – 2019.



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Comments were received both from private citizens and public office holders.

These comments were addressed by the PKP PLK, leading for example to acoustic and vibration related measures in the project area covered by the permits.

The third stage announced the public that environmental permits were issued.

Other Environmental and Social Aspects

The project implementation takes place partly in a congested city centre in Katowice and is likely to cause temporary traffic disruptions during the implementation period. The long term benefits of the project are expected to offset these negative effects. The Promoter is ISO 14 000 certified.

Conclusions and Recommendations

The project falls within the scope of the EIA Directive. The Promoter carried out the EIA and obtained the required environmental approvals, as well as, confirmation from the Competent Authorities that no significant impact on nature conservation sites is likely.

The project's residual negative impacts during construction and operation are limited and partly offset by the expected modal shift and related environmental benefits facilitated by the investment.

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