



Luxembourg, 19/12/2025

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	PLK E75 Rail Baltica: Warszawa - Sadowne
Project Number:	2012-0044
Country:	Poland
Project Description:	Modernisation of 66 km of the E-75 Rail Baltica line from Warsaw to the border with Lithuania, on the section from Warszawa Rembertow to Tluszcz (Sadowne).

Summary of Environmental and Social Assessment at Completion

EIB notes the following Environmental and Social performance and key outcomes at Project Completion.

The project included following components:

- Rehabilitation of railway line 10 between Legionowo and Tluszcz (35 km).
- Modernisation of the following railway lines:
 - Line 449 on the section Warsaw Rembertów from km 12.344 (km of Line 2) – Zielonka up to km 21.315,
 - Line 6 on the section Zielonka from km 14.254 – Sadowne up to km 71.800 including construction of two new tracks on between Zielonka and Wołomin Słoneczna (km 14.2 – 23.5) – line no 6;
- Construction of new road under/over passes in the towns of Zielonka (km 14, Line 6), Tluszcz (km 37) and Mokra Wies (km 45).

After appraisal, the EIA procedures for remaining components were complete.

The viaducts in Zielonka, Tluszcz and Mokra Wies received screening out decisions in April 2015, September 2019 and October 2020 respectively.

The mitigation measures required by the Competent Authority in Environmental Decision have been met. The post-implementation requirements included the analysis relating to noise emission and efficiency of the mitigation measures undertaken with respect to protected areas and species

Prior to each disbursement of the loan, the required environmental documents (supplemental EIAs and environmental screening decisions) were delivered to the Bank. The disbursement conditions were complied.

EIB notes the following key Environmental and Social aspects to be monitored during operations:

The post-implementation requirements included the monitoring relating to noise emission and efficiency of the mitigation measures undertaken with respect to protected areas.

After implementation the works, the post-completion noise survey has been done. The report of the survey has been submitted to Competent Authority. According to the analysis, the measures used as part of this railway investment, including the designed and constructed



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acoustic screens, are considered to be sufficiently effective in terms of acoustics - for none of the buildings acoustically protected was the permissible noise level exceeded.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the Promoter, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.