

## Environmental and Social Data Sheet

### Overview

Project Name: GDANSK METROPOLITAN RAIL  
Project Number: 2010-0612  
Country: POLAND  
Project Description: Construction of a new suburban railway line in Gdansk, connecting also to the Gdansk Airport and to the Kaszuby region.

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")

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The Gdansk metropolitan rail project falls under Annex II of Directive 2011/92/EU according to which the need for an EIA is decided on a case-by-case basis by the Competent Authority. The project was screened in and an EIA was carried out in accordance with EU and Polish regulations.

The public was adequately consulted and comments and suggestions were either clarified or incorporated into the measures of the environmental decision issued by the competent authority – Regional Directorate for Environmental Protection (RDOŚ) – in Gdańsk. According to Polish law, a so-called "second-stage" environmental decision is required after finalising the detailed design. The second-stage environmental decision was issued in October 2012. The environmental decision will gain legal power once the building permit is issued.

The project is coordinated with strategic planning in its sector via the Regional Transport Development Strategy in Pomerania – time frame 2007-2020, which was subject to an SEA.

The implementation of the project will have temporary and permanent impacts on the environment. Most of the impacts, temporary and permanent, will occur during the construction phase as most of the line will be built on a green field, although a large section is located on an old dismantled railway line. The environmental decision stipulates the measures to mitigate and/or compensate such impacts. At operation stage, the main impacts will be connected with water drainage and infiltration, spilling of diesel oil and littering. Diesel trains will also produce noise and air emissions along the line. The environmental decision stipulates mitigation measures such as noise barriers. On the other hand, the project will improve the quality of public transport services in terms of speed, comfort, availability and reliability, thus increasing the attractiveness of public transport in the area of the Tri-City and contributing to the reduction of negative impact of private cars on the environment that will potentially change to public transport. In conclusion, the positive impacts of the project are expected to balance out the negative impacts during construction and operation with a final overall benefit to the environment.

According to the Form A issued by the competent authority for protected areas and species, the project is not likely to have any significant effects on the species and habitats of Natura 2000 sites.

Under these circumstances and conditioned to the positive building permit, the project is acceptable for Bank financing.

### Environmental and Social Assessment

#### Environmental Assessment

The Gdansk metropolitan rail project falls under Annex II of Directive 2011/92/EU according to which the need for an EIA is decided on a case-by-case basis by the Competent Authority. The project was screened in and an EIA was carried out in accordance with EU and Polish regulations.

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

The project has received a positive screening decision from the competent authority – Regional Directorate for Environmental Protection (RDOŚ) – in Gdańsk<sup>2</sup> requiring the Promoter preparing an EIA, after consulting the Sanitary Inspectorates in Gdańsk<sup>3</sup> and Kartuzy<sup>4</sup>.

The public was correctly informed and consulted along all stages of the EIA procedure. The EIA was made available to the public in all relevant municipalities (Gdańsk, Gdynia, Żukowo and Kartuzy) at various dates and within appropriate durations. Submitted comments were either clarified or incorporated within the measures of the Environmental Decision. Afterwards RDOŚ Gdańsk issued an Environmental Decision<sup>5</sup> after consulting the Gdańsk District Sanitary Inspectorate<sup>6</sup>, and the Kartuzach District Sanitary Inspectorate<sup>7</sup>. RDOŚ Gdańsk made the Environmental Decision available to the general and the concerned public correctly, completing the EIA procedure. No comments or appeals are recorded. The Environmental Decision acknowledges that the data presented do not allow drawing sufficient conclusions; therefore it required a 2nd EIA to encompass water, green areas, fauna, and the exact localization of acoustic screens. The 2<sup>nd</sup> Environmental Decision was issued on the 22.10.2012 addressing all open issues<sup>8</sup>. A Form A was issued by the competent authority<sup>9</sup> stating that Natura 2000 areas will not be affected.

As RDOŚ Gdańsk forgot to include all land parcels relevant for the Banino train stop within the scope of the EIA procedure, the Mayor of Żukowo, relevant decision-making body, filled in this gap by declaring the project not subject to an EIA procedure (Umorzenie) for the project section "Train stop in Banino". The Umorzenie<sup>10</sup> was issued after consulting the Gdańsk District Sanitary Inspectorate<sup>11</sup> and Gdańsk RDOŚ<sup>12</sup>. The Umorzenie was correctly made available to the public; no comments were received.

The project is coordinated with strategic planning in its sector via the Regional Transport Development Strategy in Pomerania – time frame 2007-2020, which was subject to an SEA.

Overall, the negative impacts are largely limited to the construction phase, whilst the prevention of road/street traffic increase traffic during the operational phase is positive and more important. The construction impacts are typical of this kind of projects and encompass soil (possible contamination from hazardous construction substances, damages to the soil structure), general water pollution from the construction site with potential changes in water quality as well resulting from ground works, noise and vibrations, air quality (exhaust gas from construction machinery, dust generation), general and hazardous waste including asbestos and packaging waste, very limited natural habitats' loss or change in their status (including Natura 2000 sites), very limited tree cutting. The operational impacts encompass run-off rain, spill of hazardous waste, and waste littering polluting water resources.

The mitigation and compensation measures proposed are overall relevant, largely coming from the EIS and incorporated into the Environmental Decision. They encompass all the project stages. Main measures regard inventorying areas to be protected from noise and vibrations, specification of type and location of noise barriers and of animal passes, general environment-friendly construction criteria including site re-cultivation and bio-diversity protection, replanting trees; protecting people's health as well from noise, waste and waste waters management rules; implementing a noise, vibrations and water quality monitoring program with associated measures in case of exceeding thresholds; implementing a 3-year monitoring program since the start of operation on the effectiveness of the animal passes, using bio-degradable substances for maintenance, and rules to manage rain water, dangerous substances and herbicides.

### **Public Consultation and Stakeholder Engagement, where required**

Consultations with other stakeholders i.e. Gdańsk and Kartuzach District Sanitary Inspectorates were properly made. The EIA and the Environmental Decision were made available to the public which was informed and consulted throughout the process.

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<sup>2</sup> Ref. RDOŚ-22-WOO.6670/38-10/10/ER/JP/jg dated 10/11/2010

<sup>3</sup> Opinion Ref. SE.ZNS-80/491 R/63/KP/10 dated 08/10/2010

<sup>4</sup> Opinion Ref. SE.ZNS-80/4930/71/2010 dated 21/10/2010

<sup>5</sup> Ref. RDOŚ-Gd-WOO.4210.4.14.2011.ER dated 21/06/2011

<sup>6</sup> Opinion Ref. SE.ZNS-80/491/3/GS/11 dated 18/05/2011

<sup>7</sup> Opinion Ref. SE.ZNS-80/4931/5/2011 dated 18/05/2011

<sup>8</sup> RDOŚ-Gd-WOO.425.3.2012.JP.KSZ.8

<sup>9</sup> RDOŚ-Gd-PNI6323.165.2011.JG dated 12.04.2010

<sup>10</sup> Ref. KS.6220.12.2011 dated 08/07/2011

<sup>11</sup> Opinion Ref. SE.ZNS-80/4930/26/2011 dated 10/06/2011

<sup>12</sup> Opinion Ref. RDOŚ-Gd-WOO.4240.448.1.2011.KP dated 15/06/2011