

Environmental and Social Data Sheet

Overview

Project Name:	PKP INTERCITY ROLLING STOCK	
Project Number:	2011-0429	
Country:	Poland	
Project Description:	Five components: (i) purchase of 20 EMUs, (ii) purchase of 10 diesel locomotives, (iii) purchase of 25 passenger coaches, (iv) modernisation of 218 passenger coaches and (v) modernisation of 20 diesel shunters.	
EIA required:	No	
Project included in Carbon Footprint Exercise ¹ :	No	

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

The project, entailing the manufacture and renovation of rail rolling stock in existing facilities, does not fall under either Annex I or Annex II of the Environmental Impact Assessment Directive 2011/92/EU. Therefore, no EIA procedure is required. The assets purchased or modernized will meet applicable EU environmental regulations regarding noise emissions, accessibility and safety. Overall, the project complies with relevant EU and national environmental legislation and is acceptable to the Bank from an environmental perspective.

Environmental and Social Assessment

Environmental Assessment

Manufacturing and renovation of these locomotives and passenger coaches is expected to take place in existing plants in Europe. The maintenance of the rolling stock will also take place in existing facilities and no new depots or stabling is expected.

Rolling stock registered in Member States require authorisation from the national railway authorities to commence operations. One of the conditions for granting authorisation is the interoperability of the rolling stock with other components of the rail system. In addition, compliance with health and safety standards and environmental protection is required.

The new passenger coaches, EMUs and diesel locomotives will fulfil the EU TSI interoperability standards as applicable in the Republic of Poland. The design of the new rail vehicles has been assessed against the requirements of TSI Noise (2011/229/EU - TSI NOI). The maximum levels of noise for rolling stock for railways established in the Directive shall be applied both to new and renewed rolling stock. Within this context, all new rolling stock purchased within the Project will be equipped with low-noise brake blocks (such as composite brake blocks) reducing brake noise by about 50% in comparison with traditional rolling stock. For the upgraded rolling stock, a simplified procedure shall apply based on a screening procedure to determine either that there is no increase in the noise levels or, in the event of an increase, that the level does not exceed the limits specified in the TSI NOI.

Requirements for emissions from diesel locomotive engines are laid down in Directive 2004/26/EC on the specific requirements for internal combustion engines to reduce the

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

emission of gaseous and particulate emissions. The requirement does not apply to existing rolling stock rather it is applicable for purchasing new rolling stock or during the modernisation or renewal of existing assets. Therefore, the modernised locomotives as well as the new locomotives within the Project will meet the latest regulatory requirements as a result of the installation of new internal combustion engines, which accomplish the EU stage IIIB emission level.

The Promoter decommissions passenger coaches according to its standard scrapping and sale of wagons procedure, ensuring consistent handling and of scrap material or sale of coaches in line with their technical condition. Usually, the promoter outsources the scrapping process to registered specialist companies.

Although the project is expected to reduce carbon emissions in aggregate, both through modernization reducing energy consumption per train km as well as through modal shift, the absolute and relative emissions fall below the relevant thresholds for reporting.

The project is expected to result in some positive environmental impacts by helping the rail sector to maintain or gain modal share in key segments of the passenger market that are most appropriately served by rail. On a passenger x km basis, rail has the potential to generate significant energy savings, emission reductions and safety improvements compared to other transport modes. Rail transport may also improve noise levels on an aggregate basis.