

Environmental and Social Data Sheet

Overview

Project Name:	PLK E30 Phase 2, Katowice-Krakow
Project Number:	20120043
Country:	Poland
Project Description:	The project consists of the modernization of 58 km of an existing electrified railway line from Sosnowiec Jezor to Krakow Główny Towarowy.
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	No

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

The project falls under Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU. In accordance with Polish legislation, the project was automatically screened in and therefore subject to a full EIA procedure; in this case two procedures as the project is located in two regions. During 2006-2007, two Environmental Assessments were performed and in December 2008 the Competent Authorities gave their positive Environmental Decisions (ED). Thereafter, during final engineering design, certain amendments to the technical scope of the project arose; these required amendments to the EDs, issued during 2012. In addition, in February 2013, a new ED (for related road infrastructure) had to be issued. In line with Polish legislation, supplemental EIAs have been or are expected to be performed for certain sections of the line as part of the building permit process. Submission to the Bank of such supplemental EIAs will be a condition for disbursement.

The project has the potential to impact Natura 2000 sites; so the provisions of the Habitats Directive (92/43/EEC) apply. The EIA reports did not identify any specific risks to these areas. In their EDs, the Competent Authorities concluded that the project is not likely to have a significant effect on protected areas. In early 2013, formal declarations of these opinions were issued by the Competent Authorities (Form A).

The project forms part of a broader program of investment in the region that is expected to improve rail services and thereby promote modal shift. The project's residual negative impacts during construction and operation are limited and offset by the expected modal shift facilitated by the investment. Overall, the project is acceptable from an environmental perspective.

Environmental and Social Assessment

Environmental Assessment

With respect to the Strategic Environmental Assessment (SEA) Directive 2001/42/EC, the project is included in the Polish Railway Master Plan to 2030 as well as the Infrastructure & Environment Operational Program 2007-2013. Both of these have been subject to a strategic level environmental assessment.

The project consists of the modernization of 58 km of an existing electrified railway line from Sosnowiec Jezor station, situated east of Katowice, to Krakow Główny Towarowy. The line forms part of the longer E30 rail corridor. In places, the alignment is to be shifted slightly. The line runs largely through agricultural areas, some forest and wetland zones plus some low density urban areas.

¹ Only projects that meet the draft EIB Carbon Footprint Methodologies, thresholds are included: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

For the 13 km section of the project located in the Silesian Region, the EIA procedure and ED cover a larger investment, namely the modernization of the E30 line between Opole-Katowice-Krakow (about 105 km in all, in the concerned region). The Silesian part of the Project consists of the works between Sosnowiec and the Silesian/Malopolskie border only. For the 45 km section located in the Malopolskie Region, the EIA procedure and ED also cover a larger investment, that of modernization of the E30 line between Opole-Katowice-Krakow up to Krakow Podleze station (east of the city). The Malopolskie part of the Project consists of the works between the Silesian/Malopolskie border and Krakow Główny Towarowy only. In both regions, the feasibility and environmental assessment considered several different variants and selected the chosen variant on the basis of a multi-criteria analysis.

After the issuance of the EDs, the final engineering designs required certain amendments. In the case of Silesian region, these amendments (removal of construction of a road viaduct, local road alterations and the change in design for certain structures) did not require a new EIA; a revised ED was issued in January 2012. However, in Malopolskie region, the technical amendments required another EIA procedure resulting in various new mitigating measures being prescribed in an amended ED in October 2012. The new mitigants related in part to sensitive or protected environments/species (see below). A third EIA procedure was undertaken in 2011-2012 to cover the construction of various local access roads (about 4 km in all) necessary for the proper functioning of the project. In February 2013, a separate and new ED was issued for these works.

The main residual impacts of the project are conversion of land (agricultural, urban and forest); damage to the view for a limited number of receptors; as well as some additional noise/vibration, again for a limited number of receptors. The works' designs include measures to mitigate impacts including, drainage and runoff treatment/storage facilities; acoustic barriers, anti-vibration mats; landscaping; restrictions on construction; as well as long term monitoring. All these measures should result in an improvement to the environmental situation in comparison to the "without project case". The project will also result in the removal of 23 and improvements to 9 level crossings; this should improve the line safety.

The project has the potential to impact two Natura 2000 sites² as follows: (i) runs within 500 metres of alongside Krzeszowice (PLH 120044) for about 1 km; (ii) crosses for about 500 metres the proposed Natura 2000 site Laki Jaworzno (PLH24_28). The environmental reports and EDs do not identify any particular risks to these sites. However, the various EDs specify some mitigating measures including: the installation of fauna underpasses/adaptation of culverts to serve as underpasses; restrictions in lighting near Krzeszowice where bats are present (Annex II species); special water management measures for the meadows of Laki Jaworzno where conditions are favourable for butterflies; burial of an existing above ground power supply line, again in the vicinity of Laki Jaworzno; fencing and other devices to discourage wildlife from crossing the line at grade; and restrictions on construction. Moreover, further mitigating measures may be identified during the supplemental EIA review stage (see below).

Section 88 of the October 2008 Polish Act on "providing access to information concerning the environment and environmental protection, participation of the public in environmental protection and on the assessment of environmental impact" allows for a "supplemental EIA" procedure to be performed at the building permit stage. Although, in the EDs, the Competent Authority has not specifically required this additional procedure, the promoter is performing or will perform supplemental EIAs on certain more sensitive sections of the line. Copies of the required supplemental EIAs are to be obtained prior to first disbursement.

During the environmental procedures, disclosure of environmental documentation was undertaken at prescribed times. No comments were received during the 2008 procedures. During the more recent procedures, only limited comments were received relating to the necessary road works, acoustic screens and access for the disabled. The Competent Authority has taken these comments into account in his final decision. Further public consultation may also be performed during the Supplemental EIA procedures.

The project requires the acquisition of about 46 ha of land, depending on the final localisation of the project. A small number of residential properties are also affected. Land and property

² Several other Natura 2000 sites are in the general vicinity but all outside the potential impact zone.

Luxembourg, 17 December 2013

losses will be compensated in line with Polish law. The project site contains some historic buildings and structures which have protected status; these are to be conserved during the renovations.

The capacity of the promoter to manage environmental matters is satisfactory. JASPERS is assisting the promoter to prepare the related application for Community Funds under the Operational Programme Infrastructure & Environment.