

Environmental and Social Data Sheet

Overview

Project Name:	PLK E75 Rail Baltica: Warszawa - Sadowne
Project Number:	2012-0044
Country:	Poland
Project Description:	The project concerns the modernisation of 66.5 km of the existing dual electrified E75 railway line between Warszawa Rembertow and Sadowne and the addition of two tracks for 10km between Zielonka and Wolomin Słoneczna in north east Poland.
EIA required?	Yes
Project included in Carbon Footprint Exercise ¹ :	Yes

Summary of Assessment

The project falls under Annex I of the Environmental Impact Assessment (EIA) Directive 2011/92/EU. In 2007, an EIA was undertaken for the modernization of the existing line and in October 2009 the Competent Authority gave his positive Environmental Decision (ED). Due to the subsequent addition of the four tracking works for the 10 km between Zielonka and Wolomin Słoneczna, a further EIA report was prepared in 2010 and in October 2011 a second positive ED was issued.

The project crosses two Natura 2000 sites and is in the vicinity of others; so the provisions of the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC) apply. The EIA reports concluded that, assuming implementation of a number of mitigation measures, the project is not likely to have a significant negative effect on protected sites or species. The Competent Authority for Nature Conservation has confirmed this opinion.

The project's residual negative impacts during construction and operation are limited and partly offset by the expected modal shift facilitated by the investment. Overall, the project is acceptable from an environmental perspective.

Environmental and Social Assessment

The project concerns rehabilitation of the track bed, track, structures and catenary, along the existing alignment, together with improvements to local access roads, the power supply, signalling, telecoms and stations/halts. Two new tracks will be constructed for 10 km between Zielonka and Wolomin Słoneczna immediately to the north of the existing two lines.

The project scope originally encompassed only the modernization of the line E75 (Lines 449 and 6), an Annex II project. In accordance with domestic legislation, the project was automatically screened in for a full EIA procedure. An EIA was prepared in 2007 for the entire section from Warsaw to Sokolka close to the Belorussian border under the then prevailing legal framework. In January 2008, the promoter presented its Environmental Impact Statement (EIS) for the section within the Masovian Region (including the project) to the Competent Authority who, after due disclosure and public consultation, subsequently issued a positive Environmental Decision (ED) in October 2009.

The project concept was subsequently amended to include the construction of two new tracks between Zielonka and Wolomin Słoneczna (km 14.2 – 23.8 of Line 6). This new construction

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 CO_{2e}/year absolute (gross) or 20,000 tons CO_{2e}/year relative (net) – both increases and savings.

falls under Annex I of the EIA Directive. A new EIS was prepared in 2010 and submitted to the Competent Authority for decision in March 2011. In October 2011, again after due disclosure and public consultation, the Competent Authority issued a second positive ED.

The works entail significant disruption and temporary closure of the Line 449; some passenger and all freight rail services shall be temporarily diverted through Line 10, running to the north of Warsaw between Tluszcz and Legionowo. The prior refurbishment of this 36 km long single track line to accommodate this temporary increase in passenger and freight traffic is included in the project scope; but in January 2013 this was screened out from any form of EIA procedure by the Competent Authority.

The project also includes three new grade separated road crossings in Zielonka, Tluszcz and Mokra Wies. These works were not included in the original project design and related EIA. However, after discussion with the concerned local authorities, the promoter has recently determined to undertake these additional works. These fall under Annex II to the EIA Directive and will therefore be subject to a screening decision(s), the issuance of which will be a disbursement condition for EIB funds for these works.

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

Apart from the normal temporary construction impacts, the main residual impacts of the project are conversion of about 14 ha of mostly arable land, as well as habitat disturbance. The works are to include significant measures to mitigate impacts including: large and small animal passages; drainage and runoff treatment/storage facilities; acoustic barriers and anti vibration mats; restrictions on construction; fencing in places; 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 also will result in the closure of 19 level crossings replacing them as necessary with either grade separated facilities or access roads to adjacent crossings; such closures should improve the safety of the line.

The project crosses two overlapping Natura 2000 (N2000) sites for up to 1,200 metres: Liwiec Valley Special Protection Area (PLB 140002) and Nadliwiecka Mainstay Site of Community Importance (PLH140032), both large sites oriented perpendicular to the project. 12 other N2000 and some domestically protected sites are in the potential project impact zone. The EIA also identified the presence along the project alignment of protected species (amphibians) outside protected areas as well as several important ecological corridors. After an Appropriate Assessment, the Competent Authority concluded that the project will not have a significant negative impact on these protected areas and species. This conclusion was confirmed by the issuance of an explicit opinion in January 2013 (Form A). However, the EDs specify certain particular measures including: restrictions on the location of construction activities and on tree and shrub clearance; the construction of animal passages; the construction of reservoirs for amphibians; as well as further monitoring.

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. The 2009 ED does not mention any obligation in this regard whilst the 2011 ED explicitly rules out the requirement. Nevertheless, due to the changes in noise regulations, supplement EIAs may be performed by contractors as part of the final design stage approval (civil works implemented through design & build type contract). The EIB will require a confirmation that these are approved prior to any relevant disbursement.

Disclosure of environmental documentation and solicitation of comments were undertaken at the regulated times. Various comments were received during the first EIA procedure concerning the project's technical scope, traffic demand and mitigating measures. The Competent Authority took these into account in making his final determination. During the second EIA, the location of platforms at one station was raised and again considered, though not accepted, in the final determination. Another round of disclosure/public consultation is expected as part of the "supplemental EIA" during the building permit stage.

The project requires the acquisition of about 14 ha (275 plots) of largely arable and forest land. No residential properties are affected. No protected properties or important cultural assets are affected by the project.

The EIB's services visited the site on September 18, 2013 and undertook their review of the relevant documents in Q4 of 2013.

EIB Carbon Footprint Exercise

The project is included on the following basis:

- Forecast absolute (gross) third party emissions are 22,000 tonnes of CO2 equivalent per average operating year; and
- Forecast emissions savings are 21,000 tonnes of CO2 equivalent per average operating year.

The project boundaries are:

- In the absolute case, the section of railway line between Warsaw Rembertow and Sadowne, totalling 66.5 km;
- In the baseline case, both (i) the section of railway line between Warsaw Rembertow and Sadowne, totalling 66.5 km; and (ii) the road network between Warsaw Rembertow and Sadowne, totalling 66.5 km.

The forecasts in the baseline and absolute cases are based on Services' assumptions about the workload of rail services (passenger trains only), energy consumption per train-km and the national grid emission factor. In the baseline case, a portion of emissions from cars and buses is included, equivalent to those passenger trips expected to shift from road to rail in the "with project" case.

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.