

Environmental and Social Data Sheet

Overview

Project Name:	PLK RAIL NETWORK QUALITY AND SAFETY IMPROVEMENT
Project Number:	2013-0360
Country:	POLAND
Project Description:	Rehabilitation of some 555 route km of mainline track and catenary, modernization of some 310 level crossings
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 consists of eleven subprojects or schemes, nine of them falling under Annex II of Directive 2011/92/EU (the Environmental Impact Assessment (EIA) Directive). The Competent Authorities screened out these nine schemes concluding there are no likely significant negative effects on the environment. Such opinions took into account that the works will be carried out in the existing right of way and mostly consist of replacement of track superstructure and catenary, with minimal earthworks and engineering structures works. For the remaining two schemes, the Competent Authorities indicated that no screening decision was necessary (as these fall outside Annex I and II), consisting of renewal and installation of mechanical and electrical equipment and some limited civil works. Thus, no EIA has been required for any scheme. The decisions of the Competent Authorities have been fully documented.

Several schemes are adjacent to Natura 2000 sites; so the provisions of Directives 92/43/EEC (the Habitats Directive) and 2009/147/EC (the Birds Directive) apply. The Competent Authorities concluded that none of the schemes was likely to have a significant effect on protected areas and no assessment according to Article 6(3) of the Habitats Directive was necessary. These conclusions have been properly documented by means of issuing formal declarations (Forms A).

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 Directive 2001/42/EC (the Strategic Environmental Assessment (SEA) Directive), the schemes under the project form part of the Polish Railway Master Plan to 2030 as well as the Operational Program Infrastructure & Environment (OPI&E), which is expected to improve rail services and thereby promote modal shift. Both the Polish Railway Master Plan to 2030 and OPI&E have been subject to SEA.

The project comprises two components

- (i) rehabilitation of about 555 route km of mainline track and catenary (this component is subdivided in 9 schemes),
- (ii) modernization of about 310 level crossings;

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.

For the first component, the works consist of replacing the track, reinforcement of some engineering structures, replacement of the catenary as well as rebuilding of some platforms. The permanent works do not require any land take. The project will contribute to improvement of quality and reliability of railway services for both passengers and goods, and thus to the modal shift from road to rail with the consequent reduction of energy consumption, noise, in emissions of pollutants and CO₂. All this should result in an improvement to the environmental situation in comparison to the “without project case”. The main residual impacts consist of some limited noise/vibration, occasionally dust and mud on the access roads during the construction; all these for a limited number of receptors.

For the second component, the project mainly consists of installation of semi-barriers, rail and road signals and modernisation of the control equipment. The works do not require any land take. These measures should improve safety for both rail and road traffic. Due to the nature of these works, the residual adverse impacts are minimal even during the construction phase.

The components of the project fall under Annex II of Directive 2011/92/EU (the Environmental Impact Assessment (EIA) Directive), specifically under point 10(c). All nine schemes of the infrastructure rehabilitation component were screened out by the Competent Authorities. For the level crossing components the Competent Authorities considered that, because of the nature of the works no screening decision is required. As conclusion, none of the subprojects requires an EIA.

Some of the schemes are adjacent to a Natura 2000 site. The sites closest to the works are summarised in the following table:

Subproject	Natura 2000 site	Distance
Torun - Bydgoszcz	Dolina Dolnej Wisły (PLB040003)	100 m
	Solecka Dolina Wisły (PLH040003)	600 m
	Dybowska Dolina Wisły (PLH040011)	800 m
Inowrocław - Jabłonowo Pomorskie (excl. Torun Gl.- Torun Wsch.)	Dolina Dolnej Wisły (PLB040003)	600 m
Zawiercie-Dąbrowa Gornicza - Zabkowice - Jaworzno Szczakowa	Torfowisko Sosnowiec –Bory (PLH240038)	50 m
Kalety-Kluczbork	Łąki w okolicach Kluczborka nad Stobrawa (PLH160013)	250 m
Rybnik – Chalupki	Graniczny Meander Odry (PLH200013)	1,000 m

The Competent Authorities concluded that the rehabilitation works will have no negative effects on these sites.

The Bank’s Services held meetings with the promoter’s project managers, visited one of the schemes under construction and reviewed relevant documents submitted by the promoter. In addition, JASPERS collaborated with the promoter providing, among other, assessment of selected documents and assistance in the preparation and updating environmental information included in the application for structural funds documentation.