

**Public**

Environmental and Social Data Sheet

Overview

Project Name:	PLK WARSAW RAILWAY NODE PHASE 1	
Project Number:	2014-0434	
Country:	POLAND	
Project Description:	Modernisation of 44.3 km of railway line as part of a phased upgrade of the Warsaw Rail Node.	
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 (Directive 2011/92/EU). In accordance with the Polish legislation, the main project components were automatically screened in and therefore subject to a full EIA procedure.

For the modernisation of the Warszawa Gdańska station, an EIA was undertaken in 2007 - 2008 and in July 2008 the Competent Authority issued an environmental approval.

For the modernisation of the railway lines Warszawa Gołębki/Warszawa Zachodnia - Warszawa Gdańska and Warszawa Włochy - Grodzisk Mazowiecki, an EIA was undertaken in 2010 - 2011 and in April 2012 the Competent Authority issued an environmental approval. At the environmental approval stage, the Competent Authority also required that a supplemental environmental assessment be conducted at the building permit stage, an activity that is ongoing during 2015. Prior to any disbursement of the loan for a particular project component, the final approval(s) of the Competent Authority will be obtained.

The project does not cross any Natura 2000 site. The Competent Authority concluded that the project was not likely to have a significant effect on protected areas and according to Article 6(3) of Directive 92/43/EEC (the Habitats Directive) no assessment was necessary. This conclusion has been properly documented by means of issuing a formal declaration (Form A).

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

Environmental Assessment

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.

The project forms part of the Polish Railway Master Plan to 2030, the Infrastructure & Environment Operational Program 2014-2020 and the Transport Development Strategy to 2020 (with perspective to 2030). These three programmes have been subject to a Strategic Environmental Assessment (SEA) as set out in Directive 2001/42/EC.

The project consists of repairing and strengthening the track bed and engineering structures, renewing track, catenary and signalling, mostly along the existing alignment, construction of a new platform in the Warszawa Gdańska station, construction of new halts in Warszawa Powązki and Parzniew, improvements to the existing halts, construction of new and improvements to the existing road and pedestrian under and overpasses.

The main residual impacts of the project are conversion of about 30 ha of land and some disturbance and nuisance during the construction phase, mostly to passengers and track-side dwellers. The works' design includes significant measures to mitigate impacts including small animal passages; drainage and runoff treatment/storage facilities; acoustic barriers in specific locations; restrictions on construction (taking into account, among the others, the bird breeding season for clearing trees and bushes); as well as monitoring after project completion. 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 modernisation of the level crossings equipment. This should improve the safety on the line.

The project does not cross any Natura 2000 site. The sites closest to the works are the following:

Natura 2000 site	Distance
Dolina Środkowej Wisły (PLB 140004)	0.3 km
Las Bielański (PLH 140041)	2.9 km
Puszcza Kampinoska (PLC 140001)	6.5 km

Concerning the environmental approvals the project may be subdivided in three components as follows:

- For the modernisation of the Warszawa Gdańska station an EIA procedure was carried out in 2007 - 2008 and the Competent Authority issued an environmental approval in July 2008. Prior to the issue of the approval, information on the project EIA and the possibility to submit comments had been made available to the public on the bulletin boards of the neighbouring districts, PKP PLK S.A. and the Mazowieckie Region. The period for comments was 21 days in June 2008. No comments were received.
- For the modernisation of the railway lines Warszawa Gołębki/Warszawa Zachodnia - Warszawa Gdańska and Warszawa Włochy - Grodzisk Mazowiecki an EIA procedure was carried out in 2010 - 2011 and the Competent Authority issued an environmental approval in April 2012. Prior to the issue of the approval, information on the project EIA and the possibility to submit comments had been made available to the public on the bulletin boards of the Regional Directorate for Environmental Protection in Warsaw and of the cities and towns through which the line runs. The period for comments was 21 days in September – October 2011 and, additionally, 21 days in November – December 2011. Some comments and proposals were received and taken into consideration by the Competent Authority for issuing the environmental approval. In December 2014 the Competent Authority screened out a modification of the project, indicating that the original approval remained valid. Among other elements, this modification included the construction of a new passenger halt in Parzniew. In October 2014, following an application from the Pruszków town authorities, the competent authority concluded that the construction of a road tunnel under the tracks in the aforementioned town was not part of either Annex I or Annex II of the EIA Directive.

Article 88 of the Polish Act of 3 October 2008 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. In the environmental approval of April 2012 the Competent Authority specifically required that such additional EIA procedure be performed due to the fact that the data in the initial EIA report did not allow for a detailed assessment of the project’s impacts and related mitigation measures. Prior to any disbursement of the loan for a particular project component, the final approval(s) of the Competent Authority will be obtained.

- Concerning the construction of the new halt in Warszawa Powązki, the Competent Authority screened the project out; that is, decided that no EIA is necessary. This decision was taken on the basis of criteria defined in Annex III of the EIA Directive.

The project requires the acquisition of about 30 ha of land.