

Environmental and Social Data Sheet

Overview

Project Name: PLK RAIL MODERNISATION E20 SOCHACZEW SWARZEDZ
 Project Number: 2014-0433
 Country: Poland
 Project Description: Modernisation of 235 km of the railway line between Warsaw and Poznan, as part of the modernisation of the core TEN-T in Poland.

EIA required: Yes

Project included in Carbon Footprint Exercise¹: No

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

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.

The EIA was undertaken in 2011 -2012 and in October 2012 the Competent Authority issued an environmental approval. This approval requires a supplemental environmental assessment to 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 crosses the Natura 2000 site Dolina Środkowej Warty (PLB300002) and runs in the vicinity of several other sites. An assessment according to Article 6(3) of Directive 92/43/EEC (the Habitats Directive) was carried out in the framework of the EIA and no significant effects on these sites are expected. This conclusion has been properly documented by means of issuing formal declarations (Form A) by the authorities competent for the nature conservation sites.

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

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, reconstruction of platforms in the existing stations and halts, construction of new and improvements to 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.

existing road and pedestrian under and overpasses. The modifications of the alignment are limited to the changes in the track layout within the stations.

The main residual impacts of the project are conversion of about 60 ha of mostly undeveloped land and some disturbance and nuisance during the construction phase, mostly to passengers and track-side dwellers. The additional land take is mostly related to construction of access roads along the tracks. The works' design includes significant measures to mitigate impacts including animal passages, drainage and runoff treatment/storage facilities, acoustic barriers in specific locations, restrictions on construction during specific periods (taking into account, among the others, the bird breeding season), 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 crosses the Natura 2000 sites Dolina Śródkowej Warty (PLB300002) along approximately 11 kilometres on the existing alignment. Several other Natura 2000 sites are in the vicinity of the project. The closest sites to the works are summarised in the following table:

Natura 2000 site	Distance
Ostoja Nadwrciańska (PLH300009)	0.5 km
Pradolina Bzury – Neru (PLH100006)	0.5 km
Dolina Cybiny (PLH300038)	0.7 km
Dolina Przysowy i Słudwi (PLB100003)	2.0 km
Puszcza Bieniszewska (PLH300011)	2.5 km
Grądy w Czarniejewie (PLH300049)	3 km
Dolina Rawka (PLH100015)	8 km

The characteristics of these sites were taken into account in the EIA and the environmental approval of October 2012 indicates that the integrity of the sites will not be adversely affected.

Concerning the environmental approvals, the project was included in the EIA for the section from Warsaw to Rzepin, which was carried out in 2011 - 2012 and the Competent Authority issued an environmental approval in October 2012. A corrigendum addressing some obvious errors in the document was issued in December 2012. Prior to the issuance 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 Directorates for Environmental Protection in Poznan, Lodz and Warsaw and of the cities and towns through which the line runs. The period for comments was 21 days in May – June 2012. Neither comments nor requests from the public were received by the Competent Authority.

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 October 2012 the Competent Authority specifically required such additional EIA procedure to 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 any of the three components into which the project has been subdivided, the final approval(s) of the Competent Authority will be obtained.