

Environmental and Social Data Sheet

Overview

Project Name: PLK RAILWAY MODERNIZATION E59 PHASE 3
 Project Number: 2014-0363
 Country: Poland
 Project Description: Modernisation of 71km of railway line from Rawicz to Czempin

EIA required: yes
 Project included in Carbon Footprint Exercise¹: no

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

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 falls under Annex II of the Environmental Impact Assessment (EIA) as set out in Directive 2011/92/EU. In accordance with the Polish legislation, the project was automatically screened in and therefore subject to a full EIA procedure. In 2008-2009, an EIA was undertaken and in November 2009 the Competent Authority gave a positive Environmental Decision (ED). Due to subsequent minor design changes, a further EIA report was prepared in 2011 and in June 2011 the promoter submitted a request to amend the 2009 ED. An amended positive ED was issued in December 2011. The Competent Authority also required that a further round of environmental assessment be conducted at the building permit stage, an activity that is ongoing during 2014. Prior to any disbursement of the loan for a particular project component, the final consent(s) of the Competent Authority will be obtained.

The project is neither crossing nor running in the immediate vicinity of any Natura 2000 site. The Competent Authorities concluded that the project was not likely to have a significant effect on protected areas or species and no assessment according to Article 6(3) of Directive 92/43/EEC (the Habitats Directive) 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

The project consists of repairing and strengthening the track bed and engineering structures, renewing track and catenary, mostly along the existing alignment, together with improvements to local access roads, the power supply, signalling, telecoms and stations/halts.

The main residual impacts of the project are conversion of about 73 ha of mostly arable land and some disturbance and nuisance during the construction phase, mostly to passengers and track-side dwellers. The works' design include significant measures to mitigate impacts including large and small animal passages; drainage and runoff treatment/storage facilities;

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.

acoustic barriers and anti-vibration mats; restrictions on construction (taking into account, among the others, the bird breeding season for clearing trees and bushes); 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 will also result in the closure of some level crossings replacing them with either grade separated facilities or access roads to adjacent crossings. In addition, the protection equipment of the remaining level crossings will be upgraded or modernised. This should improve the safety of the line.

The project neither crosses nor runs in the immediate vicinity of any Natura 2000 site. The sites closest to the works are summarised in the following table:

Natura 2000 site	Distance
Zachodnie Pojezierze Krzywińskie (PLH 300014)	6.3 km
Zbiornik Wonieść (PLB 300005)	3.7 km
Wielki Łęg Obrzański (PLB 300004)	2.0 km
Pojezierze Sławskie (PLB 300011)	8.6 km
Dolina Dolnej Baryczy (PLH 20084)	5.0 km
Ostoja nad Baryczą (PLH 020041)	1.5 km

The Competent Authorities concluded that the rehabilitation works would have no significant effects on these sites.

The EIA and ED, for both the originally defined project and the one after modifications of the design, covered the section from Poznan to the border between Lower Silesian and Greater Poland Voivodships, including the complete section within the scope of this project.

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 2009 ED, and reconfirmed in the 2011 ED amendment, the Competent Authority has 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 consent(s) of the Competent Authority will be obtained.

Concerning the public consultation, prior to the ED information on the project EIA and the possibility to submit comments had been made available on the website of the Regional Directorate for Environmental Protection in Poznan and on the bulletin boards of the cities and towns through which the line runs. The period for comments was 21 days from 21 July 2009 to 10 August 2009. No comments were received. Prior to the amendment of the ED, relevant information was published in the same way and the period for comments was from 07 to 27 October 2011. During this second round, written comments concerning the animal crossings, noise and vibration were received and addressed. 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 73 ha of largely arable and forest land. One household has been voluntarily resettled.