

Environmental and Social Data Sheet

Overview

Project Name:	PKP PLK Warsaw - Lodz Railway Line
Project Number:	20100585
Country:	Poland
Project Description:	Two parts. (i) Modernisation of 58 km of railway line between Warszawa Zachodnia and Miedniewice (Skierniewice) (km 3.9 to km 61.3), and (ii) signalling improvements between Miedniewice and Lodz (km 61.3 to km 103.0) and construction of a grade separated road crossing at Rogów.
EIA required?	Yes

Summary

The project concerns replacing the track bed (marginally widened), track, structures and catenary, very largely along the existing alignment, together with improvements to the power supply, signalling, telecoms and stations as well as the implementation of ERTMS/ETCS system level 2.

The project falls under Annex II of EIA Directive 85/337/EEC, as amended, and was screened in by the Competent Authority. The project crosses two regions, Lodz and Mazovia, and was therefore subject to two procedures. In 2008, an Environmental Impact Assessment (EIA) was undertaken in each region and the Competent Authorities gave their positive Environmental Decisions (ED) in late 2009.

The main residual impacts of the project are increase of noise levels, soil and water pollution plus habitat disturbance. The works' designs include significant measures to mitigate impacts including: large and small animal passages and an underpass for large animals; drainage and runoff treatment/storage facilities; acoustic barriers; anti-vibration mats; restrictions on construction; fencing; acoustic and reflective devices to alert large fauna; as well as long term monitoring.

In the Lodz region, the railway crosses, for about 500 metres, the Natura 2000 site, Rawka River Valley Site of Community Importance (SCI, PLH100015); so the provisions of the Habitats Directive (92/43/EEC) apply. After appropriate assessment, the Competent Authority determined, in a separate documented opinion, that the project will not have a significant negative effect on protected sites or species. Nevertheless, in his 2009 Decision, detailed additional conditions have been specified which must be implemented to mitigate any possible adverse impacts to this site including: (i) the construction of a large animal underpass and a closed drainage; (ii) prohibition on any change to the existing animal passage under the bridge crossing the Rawka river; and (iii) restrictions on the clearance of vegetation and use of herbicides. In the Mazovian Region, the Competent Authority determined that the project will not have a significant impact on protected areas or species.

The project is satisfactory from an environmental perspective.

Environmental and Social Assessment

With respect to the Strategic Environmental Assessment (SEA) Directive 2001/42/EC, the project forms part of the National Development Strategy for the years 2007-2015, the National Cohesion Strategy the Railway Master Plan to 2030 as well as the Infrastructure & Environment Operational Program under Priority 7 OP I&E – Environmentally friendly transport. Both of these have been subject to high level environmental assessment.

The 2,525 ha Rawka Valley SCI stretches for about 50 km in a north south orientation perpendicular to the project line. The site is largely mixed woodland and grassland and

provides home to two mammal species, two amphibian species, four fish species and one plant listed in Annex II of the Habitat Directive. The site is also the habitat for 22 bird species protected under Annex 1 of the Birds Directive 1979/409/EEC as amended. The existing line crosses the site for about 500 metres either at grade or for about 200 metres in viaduct/bridge over the banks and actual river Rawki.

The EIAs commenced in 2008, originally on the basis of Environmental Protection Law 2001 as amended and from the end of 2008 on the basis of the Act of 3 October 2008 on Providing Access to Information Concerning the Environment and its Protection, Public participation in Environmental Protection and Environmental Impact Assessments. Implementation of the investment covers two regions. The project has therefore been subdivided into two parts according to the location of the line undergoing modernisation (about 54 km in Mazovia and 4 km in Lodz region). The assessment and public consultations were carried out with environmental protection authorities and stakeholders over the location of the given section of the investment.

An EIA report was submitted to the Mazovian Region in November 2008. A relatively large number of stakeholders including local residents and environmental NGOs lodged comments during the statutory consultation period. In addition, in August 2009 a public hearing took place in Jaktorow in relation to the design of station. The comments expressed were taken into account and on 22 December 2009, the Regional Director for Environmental Protection in Warsaw (RDOS), the Competent Authority, issued his decision on the environmental conditions of approval for the implementation of the project. The decision includes various measures including: (i) conditions during construction management; (ii) construction of acoustic screens in 36 sections as well as noise reducers and vibration-absorbing mats in 17 locations; (iii) drainage system designed with consideration for the protection of underground and surface water; (iv) reconstruction, renovation or maintenance of passages for small and medium-sized animals, construction of a culvert for amphibians; (v) prohibition of use of herbicides for sections crossing watercourses and in the vicinity of the areas in which the greater crested newt (IUCN Red List) may be observed; (vi) environmental supervision during construction and, at least five years of monitoring of use of passages by individual species; and (vii) post-implementation analysis relating to noise emission and efficiency of the mitigation measures undertaken with respect to protected areas and species.

A second and separate EIA report was submitted to the Lodz Region in December 2008. No comments were received during the statutory consultation period. The Competent Authority issued his decision on 6 November 2009. The Decision requires: (i) the application of certain conditions during construction management; (ii) construction of acoustic screens in 3 sections; (iii) drainage system improvements, as well as modification of existing culverts to better enable the migration of amphibians and small animals; (iv) Reconstruction, renovation or maintenance of passages for the small and medium-sized animals, including construction of a new underpass for large animals; (v) prohibition of use of herbicides for sections crossing watercourses and in the vicinity of the areas in which the Rana Lessonae (pool frog, IUCN Red List) may be observed. (vi) post-implementation analysis relating to noise emissions and efficiency of the mitigation measures undertaken with respect to protected areas and species.

The cultural landscape and all historical sites and monuments within the project area dating from the former Warsaw-Vienna Railway period, 1845-1912, will be protected.

The purchase of 2 ha of land is planned. No involuntary resettlement of residential households is expected.