

Environmental and Social Data Sheet

Overview

Project Name:	PLK E75 RAIL BALTICA SADOWNE - BIALYSTOK
Project Number:	2014-0435
Country:	Poland
Project Description:	The project concerns the second phase of the modernization of the Warsaw - Bialystok railway line, part of the North Sea - Baltic railway core TEN-T corridor in Poland. In particular, it includes construction of a new double track bridge over the Bug river, modernization of around 107 km of existing double track railway line (section Sadowne - Bialystok), construction of several separate grade crossings on the Warsaw - Sadowne section, and renewal of around 260 km of railway lines Ostroleka – Łapy and Siedlce – Czeremcha – Bialystok, which will be used for by-pass routes during the works.
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The Project consists of the following components:

- Modernisation of the infrastructure on Sadowne – Bialystok section of the Warsaw – Bialystok line (E75), consisting of construction of the second track on a 1.3 km section, including a new bridge over the Bug river, repairing and strengthening the track bed and engineering structures, renewing track, catenary and signalling, along 107 km mostly on the existing alignment, construction a new halt in Białystok Słoneczny Stok reconstruction of platforms in the existing stations and halts, construction of new and improvements to the existing road and pedestrian under and overpasses, safety improvements on level crossings. The works will mostly be within the existing right of way.
- Construction of separate grade crossings on the Warsaw – Sadowne section: road overpasses in Łochow (two overpasses), Kobyłka Ossów, Kobyłka and Topór, pedestrian and cycling underpasses in Łochow and Jasienica.
- Renewal of the single track non-electrified sections Ostroleka – Łapy (line 36) and Siedlce – Czeremcha – Białystok (lines 31 and 32), with overall length around 260 km. These lines will be used for alternative train routes during the main works on the Warsaw – Białystok line. The works do not include any modification of the alignment and will be within the existing right of way.

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.

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

The main project component, that is, the modernisation of the infrastructure on Sadowne – Białystok section, falls under Annex II of the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU). In accordance with the Polish legislation, it was screened in and is therefore subject to a full EIA procedure.

For the part of the project in the Mazowieckie Region (Sadowne – Czyżew section), the EIA was undertaken in 2009 and in October 2009 the Competent Authority (the Regional Director of Environmental Protection) in Warsaw issued an environmental consent. The consent covered the whole section of line E75 located in the Mazowieckie Region (i.e. Warsaw – Czyżew). Supplemental EIAs are being carried out at the building permit stage for different parts of the project on this section.

An additional EIA was undertaken in 2011 for some complementary works on the Warsaw – Sadowne section, including, among other, the road overpasses in Kobyłka Ossów and Kobyłka.

The road overpasses in Łochów (two overpasses), Topór and Malkinia will be subject to a separate screening and, if required, EIA procedure.

The EIA procedure for the part of the E75 line located in the Podlaskie Region is to be carried out. As the project consists of modernisation of an existing line with no substantial changes of the alignment, it is not expected to have a significant negative impact on the environment. Moreover, it is expected to bring some benefits, such as improvements in the drainage and water treatment and animal passages.

The renewal of the tracks on lines 31, 32 and 36, as well as the pedestrian and cycling underpasses in Łochów and Jasienica, do not fall within the scope of the EIA Directive. This has been confirmed by a formal opinion of the Competent Authority.

The project includes several new power traction substations, which require related investment in high voltage power intake lines.

The main residual impacts of the project are conversion of about 22 ha of mostly agricultural 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 the construction of separate grade crossings and access roads. For the Sadowne - Czyżew section the works include significant measures to mitigate impacts including animal passages, drainage and runoff treatment/storage facilities, restrictions on construction during specific periods (taking into account, among the others, the birds and fish breeding seasons), as well as monitoring after project completion. Similar mitigation measures are expected to be required in the environmental decision for the Czyżew – Białystok section. 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.

Concerning the nature conservation areas, the project crosses the following Natura 2000 sites:

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Natura 2000 site		Comments
Modernisation of the Sadowne – Białystok (E75 line)		
PLH140011	Ostoja Nadbużańska	Crossed by the project along 5.5 km
PLB140001	Dolina Dolnego Bugu	Crossed by the project along 9 km and adjacent to it along 1.2 km
PLB200001	Bagienna Dolina Narwi	Crossed by the project along 7.9 km
PLB200002	Narwiańskie Bagna	Crossed by the project along 750 m and adjacent to it along other 750m
Track renewal on the Siedlce – Czeremcha – Białystok section (lines 31 and 32)		
PLH140032	Ostoja Nadliwiecka	Crossed by the project in two places along 2 km and 850 m
PLB140002	Dolina Liwca	Crossed by the project along 6.1 km
PLB140001	Dolina Dolnego Bugu	Crossed by the project along 1 km
PLH140011	Ostoja Nadbużańska	Crossed by the project along 820 m
PLH200010	Ostoja w Dolinie Górnej Narwi	Crossed by the project along 2.1 km
PLH200007	Dolina Górnej Narwi	Crossed by the project along 2.1 km

Several other Natura 2000 sites are adjacent or close to the Siedlce – Czeremcha – Białystok and Ostrołęka – Łapy sections, where track will be renewed as part of the project. These sites are PLH200014 “Schrony Brzeskiego Rejonu Umocnionego”, PLB200004 “Dolina Górnego Nurca” and PLH200018 “Czerwony Bór”.

For the main works on the E75 line in the Mazowieckie Region the potential impact on the sites was analysed as part of the EIA. The Competent Authorities concluded that there will be no significant impact on the sites; this has been documented in the environmental consent. For the works on lines 31, 32 and 36 the Competent Authorities concluded that no significant impact on the sites is likely and, therefore, no assessment according to Article 6(3) of Directive 92/43/EEC (the Habitats Directive) is necessary; this has been documented by means of a standard form (Form A).

For the main works on the E75 line in the Podlaskie Region and four separate grade crossings in the Mazowieckie Region, located in Łochów (two overpasses), Topór and Malkinia, the likelihood of the impact on the sites is yet to be analysed.

Public Consultation and Stakeholder Engagement

Prior to the issuance of the environmental consent for the part of the project in the Mazowieckie Region, 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, as well as of the cities and towns through which the line runs. Comments and requests from the public were received by the Competent Authority and taken into account when defining the conditions specified in the environmental consent.

For the part of the project in the Podlaskie Region, the public consultation will be carried out as part of the EIA and environmental consent procedure.

Conclusions and Recommendations

The project falls within the scope of the EIA Directive. The Promoter obtained the environmental consent for one part of the project (Sadowne – Czyżew section) and will undertake an EIA and apply for the environmental consent for the Czyżew – Białystok section. For the complementary separate grade crossings works on the Warsaw – Czyżew section the Promoter will apply for a screening decision. The Promoter will also seek the opinion of the Competent Authority concerning the need of an assessment according to the Habitats Directive of the impact of the works of four road overpasses on nature conservation sites, and if necessary perform these assessments.

The Promoter will be required to submit to the Bank evidence of the completion of the EIA, copy of the environmental consents, and if required, copy of the assessment of the impact on nature conservation sites, before funds for works on any particular section are made available.

The Promoter will also be required to ensure by appropriate means that the high voltage lines for power substations intakes are constructed and operated in compliance with the Environmental Law.

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.