

Environmental and Social Data Sheet

Overview

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| Project Name: | PKP LHS Railway Improvement Project |
| Project Number: | 20160905 |
| Country: | Poland |
| Project Description: | Modernisation of the single track broad gauge (1520 mm) rail line linking Ukraine at the Hrubieszow border crossing with Slawkow terminal in Upper Silesia |
| EIA required: | Not expected. Multiple schemes |
| Project included in Carbon Footprint Exercise ¹ : | No |

Environmental and Social Assessment

Environmental Assessment

The project includes the following components for implementation over the period 2017-2021:

- Trackworks: Reconstruction and expansion of two stations and construction of a new passing loop;
- Safety measures: installation of new signaling system equipment at various locations along the whole line and modernisation of about 47 level crossings; and
- Rolling stock: Purchase of track maintenance and monitoring vehicles.

The project is consistent with 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 proposed trackworks, in three locations, all at the eastern end of the line, fall under Annex II of the Environmental Impact Assessment Directive 2011/92/EU as amended. On the basis of the proposed indicative designs, the proposed works - construction and realignment of tracks within existing right of way - are not expected to have any material permanent negative environmental impacts. Temporary and local impacts are to be avoided or mitigated through proper design and good construction management practices. Prior to disbursing any funds for these works, the Bank will require that the promoter obtain a screening decision from the Competent Authority, in this case the Regional Environmental Authority, as to whether an EIA procedure should be undertaken. Such decisions are expected during 2017. In the event one or more of the works is screened in for an EIA procedure, the Bank will require that the promoter obtains the Environmental Decision(s) prior to disbursement.

One scheme within the proposed trackworks component concerns the station of Hrubieszow, the boundary of which lies about 1 km from the Natura 2000 Special Protection Area (SPA) Dolina Srodkowego Bugu (PLB060003). Prior to disbursing any funds for these works, the Bank will require that the promoter obtain a formal opinion from the Competent Authority as to the possible impact of the works on this site (Form A/B).

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.

Luxembourg, 19 September 2017

Neither the safety measures component, entailing minor works within the existing rail line footprint, nor the maintenance equipment component, entailing the manufacture of rail rolling stock in existing facilities, fall within either Annex I or Annex II of the Environmental Impact Assessment Directive 2011/92/EU.

Although the project is expected to help reduce carbon emissions in aggregate through modal shift from road to rail, the absolute and relative emissions fall below the relevant thresholds for reporting.

The project is expected to result in some positive environmental impacts by helping the rail sector to maintain or gain modal share in key segments of the freight market that are most appropriately served by rail. On a tonne x km basis, rail has the potential to generate significant energy savings, emission reductions and safety improvements compared to other transport modes. Rail transport may also improve noise levels on an aggregate basis.

Public Consultation and Stakeholder Engagement

In the event that one or more of the trackwork schemes are screened in by the Competent Authority, the promoter will undertake the regulatory consultation in line with prevailing Polish law.

Conclusions and Recommendations

The scope of the project, delivered in several discrete components, implies that the project will have minor, temporary and localised impacts which will be mitigated principally through good design and construction management.

Subject to due screening and, as necessary, EIA procedure of the trackwork schemes plus the Competent Authority opinion on potential Natura 2000 impact, the project is acceptable for EIB financing in environmental and social terms.