

Environmental and Social Data Sheet

Overview

Project Name:	POLISH RAILWAY NETWORK MODERNISATION
Project Number:	2017-0123
Country:	Poland
Project Description:	Upgrading, modernization and renewal of the Polish railway network, including access to the main Polish sea ports, and other TEN-T lines.
EIA required:	Multi-scheme project, requirements vary
Project included in Carbon Footprint Exercise ¹ :	Yes
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

Environmental Assessment

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 schemes included in the Project are the following:

1. Improvement of railway access to the Sea Port of Gdynia
2. Improvement of railway access to the Sea Ports of Szczecin and Świnoujście
3. Improvement of railway access to the Sea Port of Gdańsk
4. Upgrading of railway Line 4 (Centralna Magistrala Kolejowa) stage II
5. Modernisation of railway Line 91 Kraków Główny Osobowy - Medyka and Line 92 Przemyśl - Medyka, section Rzeszów – state border
6. Modernisation of railway Line 353, section Jabłonowo Pom - Iława - Olsztyn - Korsze
7. Modernisation of railway of Line 71 Ocie - Rzeszów
8. Modernisation of Lines 408 and 409 Szczecin Główny – state border (Tantow)
9. Modernisation of Line 138, section Katowice - podg Szabelnia - Mysłowice
10. Modernisation of Line E-59, section Kędzierzyn Koźle – state border (Chałupki)
11. Modernisation of Lines 62 and 660, section Tunel – Bukowno – Sosnowiec Płd
12. Modernisation of the Katowice South-East by-pass and adjacent sections
13. Modernisation of Line 273, section Głogów – Zielona Góra – Rzepin – Dolna Odra and connections with Lines 821 and 822
14. Modernisation of Lines 15, 16, section Łódź Kaliska – Zgierz – Kutno
15. Modernisation of Line 18, section Kutno – Toruń Główny

Schemes 1-3 and 5-13 consist of replacing the track, reinforcement of some engineering structures, replacement of the catenary as well as rebuilding of some platforms. At the same time some improvements are done in track layout at stations, and several sections are electrified. The schemes also include modernisation and/or elimination of level crossings.

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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Scheme 4 consists of the second phase of upgrading of Line 4 for operation at 230 km/h. The first stage consisting of the main works of improvement of track bed, most of the engineering structures, track and electrification was completed in 2016. The scheme included in this project consist of modernisation of the remaining civil engineering structures, track and electrification renewal at the stations and signalling, as well as, elimination of several level crossings.

For most of the schemes the permanent works do not require any land take. Some limited land take is needed for the improvement of railway access to the Sea Ports of Gdynia (7 ha), Szczecin and Świnoujście (2 ha) and Gdańsk (17.2 ha).

Depending on the exact scope of works, some schemes fall within Annex II of the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU), while some other do not fall within the scope of the EIA Directive. The Promoter has established within its organisation an Environmental Office that analyses the scope of different investments on the basis of the provisions of the environmental law and relevant guidance documents.

The applicability of the EIA Directive to the schemes included in the Project is summarised in the following table:

Scheme	Applicability of the EIA Directive
1. Railway access to the Port of Gdynia	The scheme has been screened out by the Competent Authority.
2. Railway access to the Ports of Szczecin and Świnoujście	The scheme has been screened out by the Competent Authority.
3. Railway access to the Port of Gdańsk	The scheme has been screened out by the Competent Authority.
4. Line 4 (CMK) stage II	Works on the section Opoczno – Olszamowice have been screened out by the Competent Authority. Screening for other sections falling within the scope of Annex II is pending. Installation of a new signalling system does not fall within the scope of the EIA Directive. However, it will allow increasing the speed on the line, which may result in certain impacts during operation, such as noise level increase. The mitigation measures to be put in place are to be determined in a specific analysis.
5. Line 91 Kraków Główny Osobowy - Medyka and Line 92 Przemyśl - Medyka, section Rzeszów – state border	The scheme has been screened out by the Competent Authority.
6. Line 353, section Jabłonowo Pom - Iława - Olsztyn - Korsze	Part of the scheme has been screened out by the Competent Authority. Applicability of the EIA Directive to the remaining works is to be determined.
7. Line 71 Ocice - Rzeszów	Full EIA was carried out in 2008-2010 and in November 2010 the Competent Authority issued the consent for the scheme. An additional screening out decision was issued by the Competent Authority for works that were added after the original consent was issued. The high voltage power intake lines for the new traction substations are not yet defined.

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8. Lines 408 and 409 Szczecin Główny – state border (Tantow)	The works on Line 408 do not fall within the scope of the EIA Directive. For those on Line 409 the promoter will apply for screening by the Competent Authority. If required, EIA will be carried out.
9. Line 138, section Katowice - podg Szabelnia - Mysłowice	Applicability of the EIA Directive to five viaducts and a separate grade crossing is to be determined. The rest of the works do not fall within the scope of the EIA Directive.
10. Line E-59, section Kędzierzyn Koźle – state border (Chalupki)	The scheme does not fall within the scope of the EIA Directive.
11. Lines 62 and 660, section Tunel – Bukowno – Sosnowiec Płd	The promoter has applied for screening by the Competent Authorities. If required, EIA will be carried out.
12. Katowice South-East by- pass and adjacent sections	The scheme does not fall within the scope of the EIA Directive.
13. Line 273, section Głogów – Zielona Góra – Rzepin – Dolna Odra and connections with Lines 821 and 822	Applicability of the EIA Directive is to be determined. Most of the works in the scheme do not fall within the scope of the EIA Directive.
14. Modernisation of Lines 15, 16, section Łódź Kaliska – Zgierz – Kutno	Full EIA was carried out in 2014-2015 and in December 2015 the Competent Authority issued the consent for the scheme. A supplemental EIA procedure is to be performed at the building permit stage. In the environmental approval of December 2015 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.
15. Modernisation of Line 18, section Kutno – Toruń Główny	The scheme does not fall within the scope of the EIA Directive.

In accordance with the environmental consents, screening decisions and usual good engineering practice rules, the works' design includes measures to mitigate impacts including 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.

As indicated above, for some schemes the applicability of the EIA Directive is yet to be determined. This is related to some minor pending decisions concerning the exact scope of works. For these schemes as well as for those for which the screening decisions are pending, the works consist of renewal and repairs of existing infrastructure, with no additional land take and no significant risks. It is expected that with usual mitigation measures and application of good engineering practice the works should have no significant negative impacts.

The project, on the existing alignment, crosses several and runs adjacent or in the vicinity of several Natura 2000 sites. The closest sites to the works are summarised in the following table:

Natura 2000 site		Aprox. distance
Railway access to the Port of Gdynia		
PLB 220005	Zatoka Pucka	0.6 km

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PLH 220105	Klify i Rafy Kamienne Orłowa	2.3 km
Railway access to the Ports of Szczecin and Świnoujście		
PLH 320019	Wolin i Uznam	Crossed by the Project
PLH 320002	Delta Świna	Adjacent
PLB 990003	Ostoja na Zatoce Pomorskiej	0.5 km
PLH 320037	Dolna Odra	Crossed by the Project
PLB 320003	Dolina Dolnej Odry	Crossed by the Project
PLH 320020	Wzgórza Bukowe	1.1 km
Railway access to the Port of Gdańsk		
PLB 220005	Zatocka Pucka	120 m
PLH 220030	Twierdza Wisłoujście	50 m
Line 4 (CMK) stage II		
PLH140016	Dolina Dolnej Pilicy	Crossed by the Project
PLH260015	Dolina Czarnej	Crossed by the Project
PLH 260004	Ostoja Przedborska	Crossed by the Project
PLH260018	Dolina Górnej Pilicy	Crossed by the Project
PLH240016	Suchy Młyn	Crossed by the Project
PLH240032	Ostoja Kroczycka	Adjacent
Line 91 Kraków Główny Osobowy - Medyka and Line 92 Przemyśl - Medyka, section Rzeszów – state border		
PLH 180007	Rzeka San	0.9 km
PLH 180005	Starodub w Pelkiniach	1.0 km
PLH 180020	Dolina Dolnego Sanu	1.1 km
Line 353, section Jabłonowo Pom - Iława - Olsztyn - Korsze		
PLH 280036	Dolina Kakaju	10 m
PLH 280035	Ostoja Radomno	Adjacent
PLH 280001	Dolina Drwecy	Crossed by the Project
PLH 280006	Rzeka Pasleka	Crossed by the Project
PLB 280002	Dolina Pasleki	Crossed by the Project
Line 71 Ocice - Rzeszów		
PLB 180005	Puszcza Sandomierska	Crossed by the Project
PLH 180043	Mrowle Łąki	Crossed by the Project
Lines 408 and 409 Szczecin Główny – state border (Tantow)		
PLB 320003	Dolina Dolnej Odry	0.4 km
PLH 320037	Dolna Odra	1.4 km
Line E-59, section Kędzierzyn Koźle – state border (Chałupki)		
PLH 240013	Graniczny Meander Odry	0.6 km

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PLH 240040	Las kolo Tworkowa	Adjacent
PLB 240003	Stawy Wielikąt i Las Tworkowski	Adjacent
PLH 240010	Stawy Łęczczok	Adjacent
Lines 62 and 660, section Tunel – Bukowno – Sosnowiec Płd		
PLH 240043	Łąki w Sławkowie	Adjacent
PLH120006	Jaroszowiec	Adjacent
Katowice South-East by-pass and adjacent sections		
PLH 240038	Torfowisko Sosnowiec-Bory	Adjacent
PLH 240043	Łąki w Sławkowie	0.3 km
Line 273, section Głogów – Zielona Góra – Rzepin – Dolna Odra and connections with Lines 821 and 822		
PLB 320017	Ostoja Cedzyńska	Adjacent
PLH 320037	Dolna Odra	Adjacent
PLB 320003	Dolina Dolnej Odry	Crossed by the project
PLC 080001	Ujście Warty	Crossed by the project
Modernisation of Lines 15, 16, section Łódź Kaliska – Zgierz – Kutno		
PLB 100001	Pradolina Warszawsko-Berlińska	Crossed by the project
PLH 100006	Pradolina Bzury-Neru	Crossed by the project
Modernisation of Line 18, section Kutno – Toruń Główny		
PLH 100002	Dąbrowa Świetlista w Pernie	Adjacent
PLH 040039	Włocławska Dolina Wysły	0.2 km
PLB 040003	Dolina Dolnej Wysły	Adjacent
PLH 040019	Nieszawska Dolina Wisły	0.1 km

For the three schemes corresponding to the access to the sea ports, the absence of likely significant impacts on any Natura 2000 sites is confirmed by the authorities competent for the nature conservation sites by means of issuing formal declarations. For the remaining schemes, opinion was requested from the competent authorities. Taking into account the nature of works, it is expected that with appropriate mitigation measures and application of good engineering practice the works should have no negative impact on the sites.

Overall, the project will contribute to improvement of quality and reliability of railway services for both passengers and goods, and thus to the modal shift from road to rail with the consequent reduction of energy consumption, noise, and emissions of pollutants and CO₂. All this should result in an improvement to the environmental situation in comparison to the “without project case”. Elimination and modernisation of level crossings should improve safety.

The main residual negative impacts consist of some limited noise/vibration, occasionally dust and mud on the access roads during the construction; all these for a limited number of receptors. These residual negative impacts are partly offset by the expected modal shift facilitated by the investment.

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EIB Carbon Footprint Exercise

The project is included on the following basis:

Estimated annual third party greenhouse gas emissions (vehicular use, from existing and induced demand) from the use of the project in an average year of operation over a 30-year assessment period:

- Forecast absolute (gross) emissions are 273,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are 47,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case:
 - the railway lines enumerated above, totalling 1,150 km of modernised and renovated existing rail infrastructure;
- In the baseline case:
 - the existing railway infrastructure, and relevant road network of approximately the same length.

The forecasts in the baseline and absolute cases are based on Services' project specific assumptions about the workload of rail services (freight and passenger trains) and fuel efficiency of rail operations. In the baseline case, a portion of emissions from cars, buses and trucks is included using project specific emission factors, equivalent to those passenger or freight trips expected to shift from road to rail in the "with project" case.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Public Consultation and Stakeholder Engagement

For the schemes that were subject to an EIA, prior to the issuance of the approval, information on the EIA and the possibility to submit comments had been made available to the public. Comments and requests from the public were received by the Competent Authorities and taken into account when defining the conditions specified in the environmental approval.

If any of the schemes for which the screening is pending is screened in, it will be subject to public consultation within the framework of the EIA procedure.

Conclusions and Recommendations

This multi-scheme project consists of 15 schemes, and requirements concerning the EIA vary.

Four schemes do not fall within the scope of the EIA Directive.

Other schemes fall, or potentially fall, within the scope of Annex II of the EIA Directive, and therefore require screening by the Competent Authority. The status of the corresponding screening and EIA procedure vary.

The Promoter carried out the full EIA and obtained the corresponding environmental consent for two schemes, and obtained four screening out decisions.

For five schemes, screening procedures and if required EIA are to be completed. Taking into account the nature of the works, it is expected that with usual mitigation measures and application of good engineering practice the works should have no significant negative impacts. Prior to disbursement of the funds for financing these schemes the Promoter shall

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submit to the Bank evidence that the EIA procedure has been completed, including any required supplementary EIA, or evidence that the scheme does not fall within the scope of the EIA Directive.

For three schemes the absence of impact on Natura 2000 sites has been confirmed by the Competent Authorities. For the remaining schemes, and prior to disbursement of the funds for financing them, the Promoter will seek the opinion of the Competent Authority concerning the need of an assessment according to the Habitats Directive of the impact on nature conservation sites, if necessary perform these assessments, and submit copies of the corresponding documents to the Bank.

The Promoter will undertake an analysis of measures to be implemented on Line 4 (CMK) for compliance with the environmental requirements during the operation phase following the speed increase, to the satisfaction of the Bank, and prior to the disbursement of funds for financing this section. These measures will be implemented before the Project completion.

The Promoter will undertake to ensure by appropriate means that the high voltage lines for new 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.

Under conditions indicated above the project is acceptable for EIB financing in environmental and social terms.