

Luxembourg, 31 January 2019

Public

Environmental and Social Data Sheet

Overview

Project Name:	PLK RAILWAY MODERNIZATION E59 POZNAN - SZCZECIN
Project Number:	2014-0436
Country:	Poland
Project Description:	The project concerns the modernisation of the Poznan-Szczecin (195 km) section of railway line E59, part of the core Trans-European Transport Network (TEN-T) Baltic-Adriatic corridor.
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The Project consists of upgrading and modernisation of track, electrification, control command and signalling, telecommunications, level crossings, and will allow increasing the line speed to 160 km/h and 80-120 km/h for passenger and freight trains respectively.

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 project falls under Annex II of the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). In accordance with the Polish legislation, it was automatically screened in and therefore subject to a full EIA procedure.

The EIA was undertaken in 2013-2014 and in May 2015 the Competent Authority (the Regional Director for Environmental Protection in Poznan), following consultation with, amongst others, the Regional Directors for Environmental Protection in Szczecin and in Gorzów Wielkopolski, issued an environmental approval.

The project will be implemented largely within the existing right of way. The main residual impacts of the project are conversion of about 95 ha of mostly forest, agricultural or undeveloped land and some disturbance and nuisance during the construction phase, mostly to passengers and trackside dwellers. The additional land take is mostly related to the construction of access roads, improvements of drainage and construction of fauna passages.

The works include significant measures to mitigate impacts including fauna passages, drainage and runoff treatment/storage facilities, restrictions on construction during specific periods (in particular, close to the areas of bird or fish breeding), treatment of hazardous

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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waste (in particular, impregnated sleepers), as well as monitoring during the works and after project completion (in particular, for limiting noise emissions).

The project will also result in replacement of several level crossings by grade-separated crossings and modernisation of the remaining level crossings equipment. This should improve the safety on the line.

Concerning nature conservation areas, the project runs on existing alignment through or close to the following Natura 2000 sites:

Natura 2000 site		Comments
PLB300013	Dolina Samicy	Adjacent to the project over 0.6 km
PLB300015	Puszcza Notecka	Crossed by the project along 21 km and adjacent over 4.7 km
PLH300042	Dolina Miały	Adjacent to the project over 0.7 km
PLB 320016	Lasy Puszczy nad Drawą	Crossed by the project along 42 km
PLH 320046	Uroczyska Puszczy Drawskiej	Crossed by the project along 14.1 km
PLH 320044	Lasy Bierzwnickie	Crossed by the project along 14.7 km
PLB320056	Torfowisko Reptowo	Adjacent to the project along 3 km

Other sites located closer than 500m from the project are Fortyfikacje w Poznaniu (PLH300005) and Wzgórza Bukowe (PLH 320020).

The potential impacts on the sites were analysed during the EIA procedure and the environmental approval establishes some mitigation measures, such as limiting the operating speed to 130 km/h for some sections running across the Puszcza Notecka and Lasy Puszczy nad Drawą sites. Further analysis is being undertaken in order to define if the speed on this section can be increased to 160 km/h.

Absence of likely significant impacts on any Natura 2000 sites has been confirmed by the authorities competent for nature conservation sites by means of issuing formal declarations. Where necessary, the appropriate assessment in accordance with Article 6(3) of Directive 92/43/EEC (the Habitats Directive) was carried out as part of the EIA.

The project includes several new power traction substations, which require related investment in high voltage power intake lines, to be built by the high voltage grid company.

Overall, the project will contribute to the 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". Replacement 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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Public Consultation and Stakeholder Engagement

During the EIA procedure, 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.

An NGO, Foundation Centre for Sustainable Transport appealed the environmental consent. The appeal was dismissed by the Director General for Environmental Protection, Regional Administrative Court and Supreme Administrative Court.

Conclusions and Recommendations

The project falls within the scope of the EIA Directive. The Promoter obtained the environmental approval, as well as, confirmation from the Competent Authorities that no significant impact on nature conservation sites is likely.

The Promoter will be required to ensure by appropriate means that the high voltage lines for power substations intakes are constructed and operated in compliance with 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 the conditions indicated above, the project is acceptable for EIB financing in environmental and social terms.