

Environmental and Social Data Sheet

Overview

Project Name:	PKP INTERCITY COMPETITIVENESS PROGRAMME
Project Number:	2018-0170
Country:	Poland
Project Description:	The project consists of acquisition of main-line electric locomotives, passenger coaches and Electric Multiple Units (EMUs), diesel shunting locomotives, as well as modernization of rolling stock owned by PKP Intercity and used in passenger connections throughout Poland.
EIA required:	No
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 consists of the acquisition of up to 45 main-line electrical locomotives, 81 passenger coaches, 12 electric multiple units and 10 diesel shunters, as well as installation of ERTMS on-board units on 10 existing locomotives, and modernisation of toilets in 190 existing coaches. The rolling stock will be used for long distance passenger services in Poland; some vehicles may also render cross-border services between Poland and other EU countries, such as Czech Republic, Germany, Austria, Hungary and Slovakia.

Manufacturing of rail rolling stock does not fall under Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the project.

The new rolling stock will replace old vehicles, which are at the end of or beyond their economic life, do not correspond to current passenger expectations of performance and comfort and are a deterrent for those who would potentially switch from private car to rail. The project will also allow to increase the number and frequency of some connections throughout Poland. The project is expected to increase the attractiveness of rail services comparing with the current situation. In addition, in the absence of such investments, the existing rail service quality would further deteriorate and encourage the use of private cars.

The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. In addition, it will be equipped with on-board energy meters, which will allow having exact data on actual energy consumption of each train as well as implement energy management procedures (EcoDriving and EcoParking).

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 20,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Luxembourg, 21.06.2019

The new rolling stock will be in conformity with the EU Technical Specifications for Interoperability concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The new rolling stock will be maintained in existing workshops, some of which will be extended within the existing railway sites and modernised.

The works at the Warszawa Grochów depot fall within Annex 2 of the EIA Directive, and have been screened out for the EIA by the Competent Authority. The works in other depots (Wrocław Główny, Kraków Zachód, Przemyśl Bakończyce, Kołobrzeg and Szczecin Zaleskie Łęgi) do not fall within the scope of the EIA Directive. For all these extension and modernisation works the Competent Authority indicated that no impact on Natura 2000 sites is likely and no assessment as per Article 6(3) of Directive 92/43/EC (the Habitats Directive) is necessary. For the works at the Gdynia depot, the EIA screening and analysis of likelihood of impacts on Natura 2000 sites is yet to be carried out.

The replaced rolling stock will be scrapped by companies specifically authorised for this activity.

EIB Carbon Footprint Exercise

The project is included on the following basis:

Estimated annual greenhouse gas emissions from the use of the project in a typical year of operation over a 30-year operating assessment period:

- Forecast absolute (gross) emissions are about 145,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are about 7,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the new rolling stock operating on the Polish rail network.
- In the baseline case: the existing rolling stock operating on the same lines and the road traffic avoided as result of the project.

The forecasts in the baseline and absolute cases are based on project specific assumptions about electrical energy consumption of rail operations.

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.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

Conclusions and Recommendations

The project is expected to increase the modal share of rail, in particular by comparison with the “without project” scenario, in which the quality of rail services would deteriorate. The project is expected to have positive environmental impact in terms of safety, accessibility of transport, air pollution, noise and CO₂ emissions.

For the works at the Gdynia depot, prior to commencement of these works, the Promoter shall provide the Bank evidence of conformity with the EIA Directive and confirmation of absence of significant impacts on Natura 2000 sites.



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Under the conditions above, the project is acceptable for EIB financing from an environmental and social perspective.