

## Environmental and Social Data Sheet

### Overview

Project Name:	PLK RAILWAY MODERNISATION WARSAW LUBLIN
Project Number:	20150315
Country:	Poland
Project Description:	Modernisation of the railway line Warsaw - Lublin (170 km) and rehabilitation the Lukow - Lublin section
EIA required:	Yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	Yes

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project falls under Annex II of the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU).

In accordance with the Polish legislation, the main project components, that is, the works on the Warsaw – Lublin line were automatically screened in and therefore subject to a full EIA procedure. The EIA was undertaken in 2009 and in November 2014 the Competent Authority issued an environmental approval. This approval requires a supplemental environmental assessment to be conducted at the building permit stage, an activity that is ongoing during 2015. Prior to any disbursement of the loan for a particular project component, the final approval(s) of the Competent Authority will be obtained.

The works on the Łuków – Parczew section of the Łuków – Lublin line were screened out by the Competent Authority; therefore no EIA is required for this project component.

The project crosses the Natura 2000 site Puławy (PLH060055) and runs in the vicinity of several other sites. An assessment according to Article 6(3) of Directive 92/43/EEC (the Habitats Directive) was carried out in the framework of the EIA and no significant effects on these sites are expected. This conclusion has been properly documented by the authorities competent for the nature conservation sites for Otwock – Lublin and Łuków – Parczew sections. For the Warszawa Wschodnia – Otwock section, the Promoter will be required to provide evidence of the absence of significant impact on Natura 2000 sites before any disbursement of funds for the works on this section.

The power traction substations for the renewed line and their high voltage power intake lines, which are not financed by the Bank, are not yet defined. The finance contract will require the Promoter to ensure by appropriate means that they 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. Overall, the project is acceptable from an environmental perspective.

### 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.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

Concerning the Warsaw – Lublin line, the project consists of construction of some 44 km new tracks, repairing and strengthening the track bed and engineering structures, renewing track, catenary and signalling, mostly along the existing alignment, reconstruction of platforms in the existing stations and halts, construction of new and improvements to the existing road and pedestrian under and overpasses. The modifications of the alignment will mostly be within the existing right of way. The construction of the new tracks will be on the sections where capacity of the line needs to be increased: Warszawa Wawer R3 – Warszawa Wawer (construction of third and fourth tracks over 1.4 km), Warszawa Wawer – Otwock (construction of third track over 15 km) and Otwock – Pilawa (construction of second track over 44.2 km).

The project has a potential impact on the reproduction of amphibians. The environmental decision prescribes a compensation measure consisting of creation in specific locations of 16 reservoirs for the reproduction of amphibians.

Concerning the Lukow – Lublin line, the project consists of rehabilitation of 50.8 km of single track non-electrified section between Łuków and Parczew, which is currently out of service. The works do not include any modification of the alignment and will be within the existing right of way.

The main residual impacts of the project are conversion of about 12 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 sections on which the alignment will be improved and to the construction of access roads along the tracks. The works' design includes significant measures to mitigate impacts including animal passages, 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. 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.

The project crosses the Natura 2000 site Puławy (PLH060055) along approximately 3.65 kilometres on the existing alignment. Several other Natura 2000 sites are in the vicinity of the project. The closest sites to the works are summarised in the following table:

Natura 2000 site		Distance (km)
Otwock – Lublin section		
PLH060055	Puławy	Crossed by the project
PLH140022	Bagna Celestynowskie	0.021
PLB140004	Dolina Środkowej Wisły	0.228
PLH140033	Podeblocie	0.260
PLH060051	Dolny Wieprz	0.635
PLH140031	Las Jana III Sobieskiego	0.840
PLH060015	Płaskowyż Nałęczowski	2.150
PLB140011	Bagno Całowanie	2.815
PLH140001	Ostoja Bagno Całowanie	2.815
PLH140025	Dolina Środkowego Świdra	2.989
PLH060045	Przełom Wisły w Małopolsce	3.380
Łuków – Parczew section		
PLB 060006	Lasy Parczewskie	2.0
PLB 060004	Dolina Tyśmienicy	2.5
PLB 060002	Czarny Las	3.1

The characteristics of these sites along Otwock – Lublin section were taken into account in the EIA and the environmental approval of November 2014 indicates that the integrity of the sites will not be adversely affected. For the Łuków – Parczew section the absence of likely significant impacts on any Natura 2000 sites is explicitly stated by the Competent Authority in the screening out decision. In addition, this conclusion has been properly documented by means of issuing formal declarations (Form A) by the authorities competent for the nature conservation sites for Otwock – Lublin and Łuków – Parczew sections.

Concerning the environmental approvals, for the Warsaw – Lublin – Dorohusk/state border line the EIA was undertaken in 2009 and in August 2012 the Competent Authority (the Regional Director of Environmental Protection) issued an environmental approval. Following an appeal the decision was revised by the Competent Authority of the next higher instance (Director General of Environmental Protection). In November 2014 a new environmental approval for the section Warsaw – Lublin amending several sections of the initial approval was issued. In particular, these amendments require the referred above compensation measures for the potential impact on amphibians, define more in detail some mitigation measures and establish the need to perform a supplemental EIA at the building permit stage.

Article 88 of the Polish Act of 3 October 2008 on “providing access to information concerning the environment and environmental protection, participation of the public in environmental protection and on the assessment of environmental impact” allows for a “supplemental EIA” procedure to be performed at the building permit stage. In the environmental approval of November 2014 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.

### **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 infrastructure component of the project in an average year of operation over a 37-year assessment period:

- Forecast absolute (gross) emissions are 65,100 tonnes of CO<sub>2</sub> equivalent of which about 860 tonnes are forecast from induced traffic; and
- Forecast emissions savings are 23,300 tonnes of CO<sub>2</sub> equivalent.

The project assessment boundaries are:

- In the absolute case:
  - the railway section Warsaw - Lublin, totalling 170 km along the existing infrastructure.
- In the baseline case:
  - the same railway section and 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 only) 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.

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

### **Public Consultation and Stakeholder Engagement, where required**

Prior to the issuance of the approval, information on the project EIA and the possibility to submit comments had been made available to the public on the bulletin boards of the Directorate General for Environmental Protection, Regional Directorates for Environmental

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Protection in Warsaw and Lublin, as well as 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 approval.