

Environmental and Social Data Sheet

Overview

Project Name:	PLK E65 SOUTHERN SECTION PHASE I
Project Number:	2015-0125
Country:	Poland
Project Description:	Modernisation of a key section of the railway line from Bedzin through Katowice to the CZ/SK border (E65 LOT C).
EIA required:	yes

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 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 (on some sections to 200 km/h) and 120 km/h for passenger and freight trains respectively. Works take place on some 18 km of railway line. The project is expected to facilitate modal shift towards rail.

A railway station at Czechowice-Dziedzice is modernised as part of the project leading to, amongst other, renewed platforms for passengers and permitting the operation of freight trains up to the length of 740 m. Furthermore, the renewal of the drainage system will improve the management of rainwater. The station is expected to contain some polluted landmasses, which are to be handled according to the Polish legal requirements.

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 application for environmental decision of the station component was submitted 24.01.2014 and for the other works 13.01.2012. The screening decisions were received 17.03.2014 and 26.03.2012 respectively. The EIA were completed 09.04.2015 and 08.09.2016 respectively.

Luxembourg, 16 December 2019

Two environmental decisions have been obtained for the project:

Component	Date of the final decision
Czechowice Dziedzice station	08.07.2015
Remaining scope of the Lot C (concerning lines no. 93, 139, 150, 693)	04.01.2017

The project is partly located in the NATURA 2000 area:

- Birds Directive Sites (SPA), Dolina Górnej Wisły (SiteCode: PLB240001)

The project is close to the following NATURA 2000 areas:

- Habitats Directive Sites (pSCI, SCI or SAC), Zbiornik Goczałkowicki - Ujście Wisły i Bajerki (SiteCode: PLH240039)
- Birds Directive Sites (SPA), Stawy w Brzeszczach (SiteCode: PLB120009).

The Polish competent authority has declared that the project is not likely to have significant effects on a NATURA 2000 site and therefore an appropriate assessment as described to Article of 6 (3) of Directive 92/43/EEC was not deemed necessary.

In accordance with the environmental consents and usual good engineering practice rules, the works' design includes measures to mitigate impacts including drainage and runoff treatment/storage facilities and acoustic barriers in specific locations. The following text describes the mitigation methods for environmental effects identified in the EIA both for the implementation and operational phase:

- Prevention and reduction of dust emissions during the construction phase for example by wetting the construction site, limiting the speeds of the construction related vehicles and cleaning them when they are leaving the construction site. Due to the fact that the railway station is situated in an existing urban area and equipped with a dense network of paved roads, there is the potential to eradicate the phenomenon of secondary dust emissions by maximising the use of paved road infrastructure.
- The adverse effects related to the construction noise are mitigated by conducting the works during day time to the extent possible. Furthermore, limiting the speed of vehicles and shielding particularly noisy work sites with acoustic screens are listed by the promoter as mitigation methods. In addition, phasing of the works has to be planned so that (high) noise emitting vehicles are not used simultaneously when possible.
- Negative effects to flora are to be mitigated by storing the machinery, equipment and material on the construction site and on arable land to the extent possible.
- Negative effects to fauna are mitigated, amongst other, by not cutting trees or bushes during the breeding seasons of birds, mammals, reptiles and amphibians. Deep pits (where animals cannot escape), shall be avoided.
- Management of waste shall take place according to the legal acts.
- Mitigation of noise during railway operations is to be managed by noise screens, which are to be periodically checked that there is no space between the noise screen and the ground due to land movements.
- All drainage and storm water systems are to be periodically inspected and maintained.
- The Promoter has to monitor the Project's environmental effects after its completion.

Luxembourg, 16 December 2019

Public Consultation and Stakeholder Engagement

The public consultation was conducted in 3 stages.

The first stage informed the public that a process of issuing a permit to the project is ongoing.

The public consultation for the environmental decisions related to the works on the mainline were consulted in several cities, as the permit covers longer section of railways. The public consultation in different cities were conducted for other works component from 19.08.2016 until 08.09.2016 and for Czechowice – Dzierżycze station component from 20.03.2015 until 09.04.2015. Comments were received both from private citizens and public office holders. These comments were addressed by the PKP PLK, leading to acoustic and vibration related measures in the project area covered by the permit.

The third stage announced the public that environmental permits were issued.

Other Environmental and Social Aspects

Approximately 14 ha of land is acquired. No resettlement is required.

Conclusions and Recommendations

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

The project's residual negative impacts during construction and operation are limited and partly offset by the expected modal shift facilitated by the investment.

The project is acceptable for EIB financing in environmental and social terms.