

Luxembourg, 18.10.2023.

Environmental and Social Data Sheet

Overview

Project Name: *PLK KOSCIERZYNA - GDYNIA*
 Project Number: *2021-0110*
 Country: *Poland*
 Project Description: *Track duplication, electrification and modernisation of single track lines between Koscierzyna and Gdynia.*

EIA required: *yes*

Project included in Carbon Footprint Exercise¹: *no*

Environmental and Social Assessment

Environmental Assessment

The Project consists of track duplication, electrification and modernisation of the existing single track lines between Koscierzyna and Gdynia. Works will take place on over 90 line-km. The works will upgrade the lines maximum design speed to 100 – 140 km/h for passenger (depending on the section) and 100 km/h for freight trains.

The project is implemented in 3 railway sections:

- Section A
 - Koscierzyna – Somonino line (track duplication and electrification),
 - Somonino – Kartuzy line (electrification).
- Section B
 - Somonino – Gdansk Osowa line (track duplication and electrification),
 - Glinicz – Kartuzy line (electrification),
 - Two interconnectors between the Somonino – Gdansk Osowa line and the Glinicz – Kartuzy line (electrification).
- Section C
 - Gdansk Osowa – Gdynia Glowna line (3rd track and electrification).

Works will take place on some 90 line km out of which all will be electrified and approximately 52 km will be double tracked and approximately 17 km will include construction of a third track parallel to the existing double track section.

The project falls under Annex I of the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU).

The process followed for obtaining the environmental permits and the obtained environmental decisions is described below.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.



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- **Koscierzyna and Gdynia track modernisation (Sections A, B & C)**

An application for the environmental decision was submitted in 2018 for the project entitled: “*Work on the alternative transport route Bydgoszcz-Trójmiasto, stage I*”.

An EIA was completed in 2018. The application for environmental permit was submitted to RDOS (Regional Directorate of Environmental Protection) in April 2018. The environmental permit was issued by RDOS in June 2020, after obtaining applicable opinions from competent institutions and public consultation. Due to a number of complaints from residents along the line as well as local authorities, the environmental procedure was escalated to GDOS (General Directorate of Environmental Protection). GDOS issued an environmental permit in August 2022, amending some parts of the RDOS decision.

Subsequently, three complaints were lodged with the Administrative Court. The complaints refer to the issues already raised previously with GDOS as well as to administrative procedures within GDOS. The request for an injunctive relief was not granted in any of the cases. The environmental permit remains valid and gives PLK the right to continue with the application for a construction permit. The next court hearing is scheduled for the second half of 2023.

- **Road 224 viaduct over railway in Somonino (in Section B)**

A Screening out decision of the competent authority was granted in 2021 for the reconstruction of the Road viaduct over the railway in Somonino. The viaduct was not included in the main scope and not covered by the environmental permit for the line.

- **District heating pipe (in Section C)**

Relocation of the pipe over a distance of approximately 400 m is required to build the third track in Gdynia. An application for the construction permit for the relocation of a pipe belonging to the district heating network of OPEC Gdynia is planned to be submitted in June 2024.

A screening decision regarding the need for an EIA for the relocation of the pipe belonging to the district heating network has not yet been issued.

The following Natura 2000 sites are located in the project’s vicinity up to 5 km:

- Uroczyska Pojezierza Kaszubskiego (PLH220095) – the project is partially located within the limits of this site
- Jar Rzeki Raduni (PLH220011)
- Lenieć nad Wierzyca (PLH220073)
- Zatoka Pucka (PLB220005)
- Klify i Rafy Kamienne Orłowa (PLH220105)
- Prokowo (PLH220080)
- Hopowo (PLH220010)
- Bory Tucholskie (PLB220009)
- Nowa Sikorska Huta (PLH220090)
- Piotrowo (PLH220091)
- Jeziora Wdzydzkie (PLH220034)
- Dąbrówka (PLH220088)
- Wielki Klincz (PLH220083)

The competent authority concluded and confirmed that the project is not likely to have significant negative effects on NATURA 2000 sites as per its letter issued in 2022.



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The competent authority also concluded that the project will not lead to deterioration of the status of water bodies in accordance with the Water Framework Directive 2000/60/EC. The declarations for the three project sections were issued in 2022.

The project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of construction and modernisation of infrastructure for zero direct emission transport (electrified railways), therefore, it is considered to be aligned with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

Social Assessment, where applicable

The project required demolition of 2 residential buildings owned by PKP S.A. One is a multifamily residential building housing 3 households and the other building houses one household. Approximately 110 hectares of land are to be acquired. The land acquisition and resettlement process will comply with the applicable national and EU legislation.

All the project components will be delivered in accordance with the relevant Technical Specifications for Interoperability (TSI), including TSI for Persons with Reduced Mobility for the stops and stations, thus facilitating access to the railway passenger transport offering.

During the operational phase, the project is expected to generate good social benefits, improving safety, comfort and better access for persons with reduced mobility. Public transport improves accessibility to education and job markets for people without access to individual motorised transportation. The project is expected to facilitate modal shift towards rail.

Public Consultation and Stakeholder Engagement

The public consultations for Koscierzyzna and Gdynia track modernisation (Sections A, B & C) were conducted in April 2018, as part of the environmental permit procedure.

Conclusions and Recommendations

The project falls within the scope of the EIA Directive. The Promoter carried out an EIA and obtained the required environmental approvals for the "Work on the alternative transport route Bydgoszcz – Trójmiasto (Tri-City), stage I", as well as confirmation from the competent authority that no significant impact on Natura 2000 sites is likely. This environmental permit is valid, and the Promoter has the right to apply for a construction permit.

Prior to each disbursement, the Promoter shall provide, to the satisfaction of the Bank, evidence that the construction permits for the relevant sections have been issued by the competent authority and are valid.

With regards to the relocation of the district heating pipe, the promoter shall supply to the Bank, either a screening out decision or the EIA report along with the environmental permit before disbursements are made for the works on the section C Gdansk Osowa – Gdynia Główna.

The promoter shall inform the Bank without delay about any developments concerning the outcomes of the court proceedings.

With the conditions above, the project is acceptable for EIB financing in environmental and social terms.