

Luxembourg, 24.06.2024.

Environmental and Social Data Sheet

Overview

Project Name: PLK SKARZYSKO KAMIENNA - KIELCE - KOZLOW
 Project Number: 2023-0257
 Country: Poland
 Project Description: Modernization of railway line no. 8 between Skarzysko Kamienna, Kielce and Kozlow.

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

Environmental Assessment

The Project consists of modernisation the electrified dual track Warsaw – Krakow railway line (no 8) on the section Skarzysko Kamienna – Kozlow. The works will upgrade the design speed of the line to 120 – 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 I Skarzysko Kamienna - Tumlin (32 km) – upgrade to 120 km/h for passenger trains and 100 km/h for freight trains
- section II Sitkówka Nowiny – Kozłów (68 km) – upgrade to 140 km/h for passenger trains and 100 km/h for freight trains
- section III Tumlin – Sitkówka Nowiny (21 km) – renewal of signalling

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

An application for the environmental decision for the project entitled: “Work on railway line No. 8 on section Skarzysko-Kamienna – Kielce – Kozłów” was submitted in May 2016.

The screening in decision was issued in July 2016.

An EIA report was completed in February 2021 and submitted to the Competent Authority (RDOS). Following requests from RDOS updates of the report were submitted in September

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.



Luxembourg, 24.06.2024.

2021, February 2022 and April 2021. The EIA with supplementary information was submitted to RDOS in February 2022 (Annex 1) and in April 2022 (Annex 2).

The environmental permit was issued by RDOS in July 2022 and became valid in September 2022.

No supplementary decision at the construction stage is required.

The main impacts identified by the EIA were:

- acoustic and vibration
- natural conflicts e.g.: barrier effect and animal mortality

The main mitigation measures include:

- Acoustic screens on the length of approximately 10.5 km and 11.5 km (right and left side respectively),
- Vibration absorbers on the length of approximately 0.5 km,
- Widened culverts with path for small animals,
- Space between rails and ballast for amphibians in certain locations.

The mitigation measures include also after implementation noise surveys.

The following Natura 2000 sites are intersected by the project or located in its vicinity:

Crossing Natura 2000

- Dolina Nidy PLB260001 (km 211,750 – 214,860)
- Dolina Czarnej Nidy PLH260016 (km 202,560 – 203,890)
- Ostoja Sobkowsko – Korytnicka PLH260032 (km 210,540 – 211,310 and 211,710 – 212,080)
- Dolina Białej Nidy PLH260013 (km 222,680 – 222,700)
- Dolina Górnej Mierzawy PLH260017 (km 257,150 – 258,520 and 258,740 – 258,930)

Adjacent (bordering)

- Ostoja Barcza PLH260025 (km 162,950 – 163,310)
- Wzgorza Chęcinsko – Kieleckie PLH260041 (km 194,320 – 194,860)
- Dolina Białej Nidy PLH260013 (km 222,150 – 222,200; 222,660 – 222,680; 222,700 – 222,750 and 223,000 – 223,090)

In the vicinity up to 5 km

- Lasy Suchedniowskie PLH260010
- Dolina Bobrzy PLH260014
- Ostoja Sieradowicka PLH260031
- Ostoja Gaj PLH260027
- Ostoja Wierzejska PLH260035
- Lasy Skarżyskie PLH260011
- Łysogóry PLH260002
- Przełom Lubrzanki PLH260037
- Kępie na Wyżynie Miechowskiej PLH120070
- Biała Góra PLH120061

The competent authority after appropriate assessments of the potential impact on Natura 2000 sites, concluded that the project will not have significant negative effects on NATURA 2000 sites as per its letter issued in 2022.



Luxembourg, 24.06.2024.

No specific measures for the Natura 2000 were defined.

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 declaration was issued in 2022.

The project is expected to facilitate modal shift towards rail.

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 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

Approximately 180.5 hectares of land are to be acquired. No resettlement is expected. The land acquisition 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.

Public Consultation and Stakeholder Engagement

The public consultations for Skarżysko-Kamienna – Kielce – Kozłów track modernisation (Sections I, II & II) were conducted in May 2021 and November 2021, as part of the EIA 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 railway line No. 8 on section Skarżysko-Kamienna – Kielce – Kozłów", as well as confirmation from the competent authority that there is no significant impact on Natura 2000 sites.

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