

Luxembourg, 11.12.2024

Environmental and Social Data Sheet

Overview

Project Name:	PKP INTERCITY FLEET RENEWAL AND EXPANSION II
Project Number:	2024-0138
Country:	POLAND
Project Description:	The project consists of acquisition of new electric and bi-mode locomotives, bi-mode multiple units, as well as modernisation of passenger coaches. The rolling stock will be used to provide long distance services predominantly under a Public Service Contract throughout Poland.

EIA required: no

Project included in Carbon Footprint Exercise¹: yes

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The project consists of acquisition of 66 mainline electric locomotives, 16 bi-mode locomotives, 35 bi-mode multiple units for passenger services. In addition, the project consists of modernisation of 212 passenger coaches. The rolling stock will be mainly used for long distance passenger services in Poland under a Public Service Contract.

The new rolling stock will mainly replace age expired vehicles, which are at the end of or beyond their economic life, do not correspond to current passenger expectations of performance and comfort. The project will also to some extent allow to open new connections and/ or increase the number and/or frequency of some connections.

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 obtaining exact data on actual energy consumption of each train as well as implementation of energy management procedures (EcoDriving and EcoParking).

All new and modernised rolling stock will comply with the applicable EU requirements (Technical Specifications for Interoperability) including those relating to persons with reduced mobility and disabilities.

Manufacturing and modernisation 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.

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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The new and modernised rolling will have a positive impact on increasing the attractiveness of the transport offer and improving travel comfort. This activity can directly contribute to reducing the share of car transport in favour of rail transport, which will have a positive impact on the quality of the environment.

The locomotives and passenger coaches purchased and modernised under the project will be designed to be more resilient to climate change. The new rolling stock will be manufactured using methods and materials that ensure resilience to climate change, as a result of the obligations imposed on rolling stock manufacturers by the European Commission under Commission Regulation (EU) No 1302/2014 of 18 November 2014, as amended, on the technical specification for interoperability relating to the rolling stock subsystem - locomotives and passenger rolling stock of the railway system in the European Union. The modernisation of the carriages is also aimed at bringing the passenger carriages into conformity with the abovementioned Regulation. The new and modernised rolling stock will be equipped with air conditioning and ventilation systems in accordance with Polish and European standards. The rolling stock will be resistant to extreme external temperatures, precipitation, and strong winds thanks to the use of appropriate materials and paints.

The maintenance for the new/modernised rolling stock will require construction / modernisation and/or extension of 10 depots and related infrastructure within existing railway maintenance sites. These investments in the railway maintenance sites are not financed by the Bank as part of this project.

EIA Assessment related to associated facilities.

The following associated facilities fall with the scope of Annex II of the EIA Directive and have an EIA screening out decision issued by the Competent Authority:

- **Warszawa Grochów depot** (construction of a locomotive maintenance facility, locomotive wash hall, reconstruction of the staff building and associated railway siding infrastructure);
- **Przemyśl Bakończyce depot** (construction of the facilities for the maintenance of rolling stock and construction of a signal box building together with the necessary building equipment and accompanying infrastructure at the railway siding).

The following associated facilities do not fall within the scope of Annex I nor Annex II of the EIA Directive:

- **Wrocław depot** (reconstruction of inspection channels and floor of existing locomotive maintenance facilities);
- **Olsztyn depot** (reconstruction and extension of the track layout of the rolling stock storage facility);
- **Białystok depot** (construction of a rolling stock maintenance shed with associated infrastructure).

The following associated facilities fall within the scope of Annex II of the EIA Directive and have their EIA screening procedure ongoing:

- **Kraków Prokocim depot** (reconstruction of a railway siding with the construction of a maintenance shed over one of the tracks and associated infrastructure);
- **Katowice Zawodzie depot** (modernisation of the rolling stock maintenance shed, modernisation of the workshop building, warehouse building, office building with the necessary building equipment and accompanying infrastructure on the railway siding);



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- **Poznań depot** (construction of a maintenance shed for rolling stock, inspection, repair and washing facilities and associated infrastructure on a railway siding);
- **Łódź Kaliska depot** (construction of a rolling stock maintenance shed with associated infrastructure);
- **Gdynia Grabówek depot** (reconstruction and extension of the track layout of the rolling stock storage facility);

NATURA 2000

The NATURA 2000 assessment, stating there will be no significant harm to the NATURA 2000 areas as per Article 6(3) of Directive 92/43/EC (the Habitats Directive), is completed for the following railway maintenance sites:

- Warszawa Grochów depot
- Przemyśl Bakończyce depot

The NATURA 2000 assessment as per Article 6(3) of Directive 92/43/EC (the Habitats Directive) is still to be conducted for:

- Gdynia Grabówek depot
- Poznań depot

The remaining investments related to associated facilities do not require a NATURA 2000 assessment due to the long distance to the Natura 2000 sites or small scale of the works and the fact that they are all located in urbanised areas, on sites already used for railway purposes (stations, railway tracks, existing rolling stock maintenance facilities).

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 374 000 tonnes of CO₂ equivalent;
- Forecast emissions decrease by about 90 000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the new rolling stock operating on the extended rail network as the old rolling stock;
- In the baseline case: the existing rolling stock operating on the same lines and motor vehicles on the road.

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.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty is in scope but screened out for PATH assessment. The borrower operates in the rail sector, which is not a high emitting sector or high vulnerability.



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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 acquisition and modernisation of zero direct emission rolling stock and rolling stock that produces zero direct emissions when operating on a track with the necessary infrastructure and use a conventional engine when such infrastructure is not available (bi-mode).

Therefore, it is considered to be aligned against the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned against the resilience goals.

Social Assessment, where applicable

The project generates good social benefits by improving safety, reliability and frequency of the Services and reducing the journey time.

The new and modernised rolling stock will be in conformity with the applicable Technical Specifications for Interoperability (TSI), including the Regulation 2014/1300 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (PRM).

Conclusions and Recommendations

The project is expected to increase the modal share of rail transport. The project is expected to have positive environmental impact in terms of safety, accessibility of transport, air pollution, noise and CO2 emissions. The project will result in improved access to rail services for persons with reduced mobility and disabilities. For the works at the rolling stock maintenance depots (associated with the project) in Kraków Prokocim, Katowice Zawodzie, Poznań, Łódź Kaliska, and Gdynia Grabówek, the Promoter shall provide the Bank with evidence of compliance with the EIA Directive prior to commencement of construction works.

In addition, for works at the rolling stock maintenance depots in Gdynia Grabówek and Poznań, the Promoter will provide the Bank with confirmation from the competent authorities that there will be no significant negative impact on Natura 2000 sites prior to the start of construction works.

The project is acceptable for EIB financing from an environmental and social perspective.