



European Investment Bank (EIB)

Luxembourg, 20 November 2019

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	LODZ TRAMWAY INFRASTRUCTURE
Project Number:	2015-01727
Country:	Poland
Project Description:	Expansion and modernization of tram route on the East-West (Retkinia-Olechów) in the city of Lodz. The investment exceeds the EUR 50 m threshold and was submitted by the Promoter for allocation under the existing framework loan "Lodz Urban Infrastructure (2014-0152)" (CA/477/14 Doc 14/512).

Summary of Environmental and Social Assessment at Completion

EIB notes the following key Environmental and Social outcomes at Project Completion.

No significant environment or social issues were noted.

The project was part of the Operational Programme Transport in Poland, for which an SEA was carried out in 2007. The project, which was implemented in eight construction sections fell under Annex II of Directive 2011/92/EU and underwent a screening process. An EIA was prepared in accordance with EU and Polish regulations at the loan application stage. Based on the competent authority's (Lodz Regional Environmental Protection Directorate - RDOS) decision, the President of the City of Lodz issued and made publicly available all building permits covering the full scope of project by 14th April 2014. At a later stage RDOS issued a series of decisions divided by project's sections requiring monitoring noise and vibration along the nine initial months of operation. The noise and vibration monitoring results were discussed with RDOS and concluded, that no further measures were needed.

The project was also compliant with the requirements of EU nature conservation policy, according to the EU Birds Directive (79/409/EEC) and Habitat Directives (92/43/EEC).

The project is expected to enhance the attractiveness of public transport in the urban area, thus contributing to reducing reliance on private cars and the negative impact of transport on the environment. Initial evidence provided post implementation also suggests that a mode shift from private cars has occurred in line with expectations, with positive implications on the quality of the urban environment.

No significant residual negative impacts were identified. To the best of EIB's knowledge, mitigation measures were implemented as prescribed in the project design and in the permit and no significant environment or social issues were raised.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on report from the promoter, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.