

Public Environmental and Social Data Sheet

Overview

Project Name:	<i>WROCLAW URBAN TRANSPORT UPGRADE</i>
Project Number:	<i>2020-0637</i>
Country:	<i>Poland</i>
Project Description:	<i>This project will upgrade the transport links along major urban corridors. The project will specifically comprise: (i) construction of a new bus and tram route connecting Nowy Dwor and Wroclaw City centre; (ii) construction of a tram route at Hubska on section from Gliniana Street to Dyrekcyjna Street and (iii) construction of a tram route from Milenijna Street to Jagielly Street.</i>
EIA required:	1 investment yes (Nowy Dwor Tram and Bus line) 2 investments no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project scope consists of the construction of three sections of tram lines in the City of Wroclaw. One of these routes, the Nowy Dwor line, will serve both trams and buses; the other two components of the project are tram lines. The project will construct a total of 11.5 km of tram lines at three locations in Wroclaw.

All three components of the project are expected to contribute to Climate Action objectives, as they are all investments in urban transport network. The construction of the tramway lines include redesign of tram-vehicle junctions, pedestrian crossings, cycle lanes and a park-and-ride facility to facilitate transfer from trains to the local public transport network (trams and buses). The approvals for each of the three investments includes all the auxiliary works undertaken as part of these three investments.

The three investments are all part of the city's development strategy (Strategy - Wroclaw 2030), which was adopted by Resolution No. LI / 1193/18 of the City Council of Wroclaw on

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, 4 November 2020

February 15, 2018. This strategy has been the subject of a Strategic Environmental Impact Assessment (SEA), during which a public consultation was conducted in Summer of 2017.

The Promoter, the City of Wroclaw, is obliged to follow EU and national legislation on the environmental impact of projects. This includes the SEA Directive 2001/42/EC, the EIA Directive 2011/92/EU amended by Directive 2014/52/EU, the Habitats Directive 92/43/EEC, the Birds Directive 2009/147/EC, and the national Regulation of the Council of Ministers of 9 November 2010 on projects likely to have significant impacts on the environment (published in the Official Gazette U. 2016, position 71), which is fully compliant with EU legislation.

The Polish EIA law, transposing EU Directives, entered into force in November 2008 (Act on Providing Information on the Environment and Environmental Protection, Public Participation in Environmental Protection and on Environmental Impact Assessment). According to the Act, for most urban projects the Mayor of the City is the Competent Authority. For any scheme with a significant or likely effect on the environment, the Competent Authority is the Regional Director for Environmental Protection in the Wielkopolskie Region.

The environmental decisions for all three investments have been submitted to the Bank.

Nowy Dwor Tram and Bus line

- The project was screened-in on 21st February 2017 (decision: WOOS 4210.23.2016.JS.15) in accordance with Art 66 of the Environmental Protection Act. The screening decision was also made public.
- On 14th March 2017, the competent authority received the EIA for the project. Additionally, on 21st March 2017 the competent authority received the information from the Land Register indicating the plots of land affected by the project. A complete package (compliant with local approval requirements) was received by the competent authority on 8th May 2017.
- In compliance with Art 19 of the Environmental Protection Act, the competent authority via a public notice (No: WOOS.4210.23.2016.JS.36) communicated on the notice board of the Regional Directorate for Environmental Protection and the online public notice board announced a 30-day public consultation running from 9th May 2017 to 7th June 2017. No comments were received during this period.
- The project is expected to result in the loss of about 500 trees. Provisions have been made in the project in accordance with the environmental approval requirements to replant trees to compensate for the felled trees.
- During construction, noise and dust pollution are expected to increase; however, these will be short-term effects and limits to construction hours and constraints on the usage of construction machinery is expected to limit the detrimental effects on residents given the conditions put in place by the environmental decision.
- The decision places constraints on the use of heavy machinery during the construction of the project to minimise noise (and vibration) to local residents. Further specifications regarding restoration of the site after completion are also specified.
- The decision did however note that a post-implementation assessment of the noise levels should be undertaken 12 months after completion. These should be taken in the vicinity of Komorowskiej Street close to the residential apartments to determine if the noise exceeds the levels promulgated in the standards. The findings (of the noise survey) should be presented to the Regional Director for Environmental Protection in

Luxembourg, 4 November 2020

Wrocław within 18 months from the date of commissioning the facility. In the event that the limit values are exceeded, appropriate protection measures must be applied. The decision allows for the creation of a restricted use area in the situation where the environmental quality standards cannot be adhered.

- Additional compensation measures specified in the decision include:
 - i. Plant new trees and shrubs (in a number at least equal to the area of bushes and number of cut trees with circumference greater than 20cm) along the planned infrastructure – taking consideration of safety issues. The project may also use land in other locations on land belonging to the City of Wrocław.
 - ii. Minimise the project's construction impact on the urban environment by reinstating green areas after construction.
 - iii. Monitor the growth of the replacement trees
- The competent authority concludes that the project will not have a significant negative impact on:
 - i. the natural environment,
 - ii. the continuity and functionality of local migration corridors,
 - iii. the landscape,
 - iv. biodiversity (i.e. due to habitat loss and fragmentation, overexploitation and wrong use of natural resources, pollution, result in invasive species etc.) during its implementation and operation.
- The planned project is located outside the protected areas listed in Art. 6 of the Act of April 16, 2004 on nature protection (Oz. U of 2016, no., item 2134 as amended), including outside areas Natura 2000.
- The closest Nature 2000 area - the area of importance for the Community Las Pilczycki PLH020069 is approximately 13 km away.
- The combined Tram and Bus line (Nowy Dówr TAT) is expected to have a positive impact on the City as it will reduce travel time by public transport. It will also improve the travel time reliability buses and thus reduce the carbon emissions due to time spent in congestion.

The Hubska tramline component

- This component of the project received a screening-out decision on 13th May 2016. The competent authority determined that there was no requirement for an Environmental Impact Assessment. There was a stakeholder consultation and stakeholder engagement as part of the decision making process.
- The decision by the competent authority states that it complies with § 3 sec. 1 clauses 61 and 68 of the Regulation of the Council of Ministers of November 9, 2010 on projects that may significantly affect the environment (Journal of Laws of 2016, item 71) – which transposes Council Directive 97/11/EC of 3 March 1997 amending Directive 85/337/EEC.
- The requirement for invoking stakeholder consultation is enshrined in Article 74 sec. 3 of the *Act on the provision of information on the environment and its protection, public participation in the protection of the environment and on the assessment of the*

Luxembourg, 4 November 2020

impact on the environment which stipulates the processes to be followed in cases where more than 20 stakeholders are identified.

- On the basis of the documentation submitted in the application, the competent authority (Regional Director of Environmental Protection in Wrocław) identified the stakeholders to the proceedings. These included both the owners of the plots on which the project would be implemented, as well plots that would be affected by the project, in accordance with the project map that indicate the project's impact area.
- Due to the fact that the number of parties (stakeholders) to the proceedings exceeded 20, acting pursuant to Art. 74 sec. 3 of the Act on the provision of information on the environment and its protection, public participation in the protection of the wetland and on impact assessments on the wetlands, in connection with Art. 49 of *the Code of Administrative Procedure*, the local authority notified the parties to the proceedings of all actions taken in this process through announcements posted on notice boards for a period of 14 days. The announcements were made at Wrocław City Hall, Regional Directorate for Environmental Protection in Wrocław and also published in the Public Information Bulletin on the website of the Regional Directorate for Environmental Protection in Wrocław: www.wroclaw.rdos.gov.pl.
- It is noted in the environmental decision by the competent authority that this component of the project will reduce noise levels to below the statutory thresholds. Currently, the noise levels in the vicinity of the proposed project are above the statutory threshold and thus in addition to the environmental pollution benefits, the project will also improve life in the urban environment by reducing noise levels.
- During the construction phase, the project will have to reconstruct part of the sewer systems (less than 1 km total length). During this phase of the works, measures will be put in place to ensure continual operation of the sewage system.
- The competent authority also confirms in the decision that the scope of the project will have no impact on areas requiring special protection due to the presence of species of plants and animals or their habitats or natural habitats under protection, including Natura 2000 sites.
- The closest protected area - Szczytnicki Zespół Przyrodniczo Landscape is approx. 2 km, while the closest Natura 2000 area - an area of importance for the Grady w Dolinie Odry Community PLH020017 - is approx. 3 km away.

The Milenijna Street to Jagielly Street tramline component

- A screening-out decision for this component of the project was made by the competent authority on 14th June 2017. The review process begun in September 2016 with the application for an environmental decision together with a project fiche. Following an initial review, additional documents were requested and subsequently submitted on 14th December 2016.
- This component will require the felling of about 550 trees and clearing of approximately 4,500m² of shrubs. These trees will not be replaced. No mitigation measures are foreseen. In its decision, the competent authority does not highlight any impact on birds, though the process to be undertaken when cutting these trees ensures that no nesting birds will be affected.
- The approval document does however specify that an acoustic screen will be installed to mitigate noise effects and protect occupants of residential properties on

Luxembourg, 4 November 2020

plots identified in the approval (5/5 AR 15 in Miasto). These screens are part of the construction and will remain after construction.

- Implementation of the subject investment will not cause loss of biodiversity of the analyzed area. There will be no loss and fragmentation of habitats, overexploitation and misuse of natural resources, increased environmental pollution, introduction of invasive alien species.
- There are no valuable natural habitats and protected species of plants, animals and fungi in the area designated for the implementation of the project and in its vicinity. There will be no loss of habitats, their fragmentation, isolation of habitats, and disturbance of functions performed by a given habitat.
- The project is expected to improve the air quality in the city as it will facilitate tram and train transport which both use electricity. Further, both being public transport, it is expected that they will compete with private vehicles and thus further reduce emissions in the city.
- The track design will allow for reduction of noise from tram traffic and the reconstructed train viaduct will include acoustic barriers to reduce noise pollution. The project will therefore have a positive impact on the city in terms of noise pollution from the operation of public transport vehicles (trams and trains). It is noted that the tram line will intersect a train line and hence an interchange will be created at the node. Additionally, the construction of the road surface on Długa Street will use noise absorbing asphalt which should further reduce noise from traffic.
- From the point of view of the cumulative effect, taking into account the connections of the planned project with the overall city communication system and the overall (city-wide) environmental effect resulting from the project implementation, it should be stated that the project will be expected to have a very significant positive impact on air quality on the agglomeration scale. This is the conclusion of the competent authority.
- The competent authority has determined that the project will not have an impact on any Natura 2000 site. The closest Natura 2000 area to this project component has been identified as the area of importance to Community Las Pilczycki PLH020069 which is located approx. 1.9 km to the north-west.
- The investment will be carried out parallel to the route of the Dolina ecological corridor Oder River and is located approx. 0.5-1 km to the construction site of the route.

Social Assessment

- During the implementation, it will be necessary to close some of the streets in the vicinity of the works. Traffic management measures will be in place during these closures to minimise the impact of the closures.
- Assessments have identified potential residential properties that may be impacted by noise after completion and the approvals have taken this in consideration including post completion monitoring in addition to installation of noise barriers as part of the designs.

Luxembourg, 4 November 2020

Public Consultation and Stakeholder Engagement

The public consultation for all three components were carried out separately.

For the Hubska tramline component public consultations were from 09.05.2017 until 07.06.2017. No complaints were received during the public consultation period.

For the other two components (Nowy Dwor Tram & Bus line and Milenijna Street to Jagielly Street), stakeholders were informed about initiation of the screening procured procedure and were given a 2-week window to respond in accordance with the governing law in Poland (Act. 199, item. 1227 of 3 October 2008). No complaints were registered during the two weeks.

Conclusions and Recommendations

- Upon completion, all three components of the project are expected to have a positive impact on the lives of the residents of Wroclaw as a consequence of improved access to public transport, improved public transport reliability, reduced noise and reduced local pollution.
- The investments have been subject to screening decisions from the competent authority based on annex III criteria.
- Under these conditions above, the project is acceptable for Bank financing.