

Luxembourg, 14th December 2022

Environmental and Social Data Sheet

Overview

Project Name:	WARSAW TRAMWAY III
Project Number:	2022-0035
Country:	Poland
Project Description:	The operation consists of an investment loan for the extension of the tram network in Warsaw, Poland. The project consists of approx. 16 km of new tramline and construction of a new depot at Annopol to serve both the existing and the wider tram operations.
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

Environmental Assessment

The City of Warsaw intends to improve the quality of its public transport network through the extension of the tram network to serve south-west connections via the city centre. This includes a new line to Wilanow in the south east, better connections in the Wola district in the west via the centre and Warszawa Zachodnia station and a new depot at Annopol. The new tram lines are expected to be accompanied by the reorganisation of the existing bus network and reallocation of road space in favour of the tram on the sections closest to the centre and the western station (Warszawa Zachodnia).

The Project will provide approx. 16 km of new tramline with the following sections:

- a) the Wolska to Kasprzaka (approx. 4km),
- b) a new line from Kasprzaka (Wola district) to Wilanow via Warszawa Zachodnia rail station (approx. 12km) and
- c) construction of the depot at Annopol (capacity of 150 trams) to serve both the existing project and the wider tram operations.

Compliance with applicable environmental legislation

The Project falls under Annex II of EIA Directive 2014/52/EU amending Directive 2011/92/EU, and requires a screening decision by the Competent Authority that is Regionalna Dyrekcja Ochrony Srodowiska (Regional Directorate for Environmental Protection - RDOS).

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 Project is aligned with the objectives of the 2009 Strategy for the Sustainable Development of the Transport System in Warsaw until 2015 and beyond, aiming at improving the quality of public transport services and reducing reliance on private cars by maintaining or increasing the public transport share of urban mobility. The Strategy, which also includes a Sustainable Development Plan for Warsaw Public Transport, has gone through a Strategic Environmental Assessment (SEA) process, in compliance with EU SEA Directive 2001/42/EC, in 2009.

The Project components also underwent EIA screening as per Directive 2011/92/EU amended by Directive 2014/52/EU. Three of the Project components (line Wolska – Kasprzaka, line to Wilanow (sections B, D, E) and Annopol depot) were screened in by RDOS and underwent a full EIA process between 2016 and 2017. One small component, the tunnel at Warszawa Zachodnia rail station (line to Wilanow sections A1/B1), was screened out in 2019 due to the works taking place in an enclosed area.

Environmental impacts

The construction phase is expected to have temporary negative impacts related to localised vibrations and noise, air pollution – particularly dust and fumes from construction machinery and vehicles, possible traffic or pedestrian diversions. The planned tramway line requires, in part, the removal of vegetation and trees and compensatory planting is proposed as mitigation measure.

For the Annopol depot the EIA does not identify any risk of flooding.

During the operational phase, the noise, environmental pollution and vibrations impacts along the line are expected to reduce due to lower levels of private vehicle traffic and the replacement of some bus traffic with a fully electric tramline.

During the operation of the depot, water from maintenance activities will be directed to treatment and sedimentation tanks to maintain the quality of the ground water within the required parameters. In addition rainwater collection and reuse and closed water circuit in the paint shop are envisaged methods to minimise water intake. To minimise noise pollution acoustic screens will be installed around the site.

Biodiversity issues

According to the environmental documentation provided by the Promoter, the implementation of the project will not have a negative impact on protected habitats or species, including Natura 2000 sites.

The closest Natura 2000 sites are located at approx. 1km from the line to Wilanow and at least 2km away from the depot location. More specifically, Las Natolinski (PLH140042) is located west of the Wilanow line alignment (Habitats Directive site) and Dolina Srodkowej Wisly (PLB140004) runs along the Vistula River Embankment (Birds Directive site) to the east of the Wilanow alignment and to the west of the Annopol depot site. Although these sites are located in close proximity it should be noted that, the tram infrastructure will be incorporated in the already existing road alignment.

The EIA for Annopol states that the natural value of the area is generally low with no rare or valuable habitat and only a few protected species – mainly common birds (31). The habitats of these species will be restored in the form of compensation planting and the installation of nesting boxes.



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Climate change mitigation and Paris Alignment

The Project is considered to be aligned with the Paris Agreement both against low carbon and resilience goals according to Annex 2 of the EIB Climate Bank Roadmap (2020), because it supports investment in public transport infrastructure.

The Project provides a substantial contribution to Climate Mitigation according to Annex 4 of EIB's Climate Bank Roadmap (CBR) and a substantial contribution to Environmental Sustainability.

Through the improvement of the quality and diversity of public transport options, the project supports modal shift and the reduction of negative impacts related to the use of private vehicles in urban areas and particularly GHG emissions.

Climate change vulnerability and adaptation

The City of Warsaw has a Climate Adaptation Strategy for the City by 2030 (2019) which includes a climate vulnerability assessment identifying a series of risks pertaining to multiple sectors of activity, including transport and identifies priority areas, actions and adaptation options grouped by vulnerability.

The Promoter complies with technical, regulatory and other such standards applicable at the time in the jurisdiction of implementation and has put in place operational and emergency procedures to protect its infrastructure and operations during extreme weather events.

The Project has therefore been classified as low risk in terms of climate vulnerability.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty Tramwaje Warszawskie (TW) is in scope and has been screened out of the PATH framework, because it is not considered high emitting or high vulnerability.

Social Assessment, where applicable

The Project required expropriations in the area of Annapol depot (14.5 ha in total, 11.8 for the depot, the remainder for connecting roads and tram lines). The other components are located within the road boundaries and no land acquisition is required.

No significant impacts on the local residents and businesses have been identified by the Promoter and no complaints or litigation took place during the process, according to the Promoter.

Once operational, the Project is expected to have a positive social impact through the provision of a new public transport option, which diversifies access for residents across the city. Accessibility for passengers with disabilities, has been incorporated in the design.

Public Consultation and Stakeholder Engagement

Public consultations and stakeholder engagement have been carried out for the 2009 Strategy for the Sustainable Development of the Transport System in Warsaw until 2015 and beyond, and as part of the statutory planning and SEA process. The Project was also subject to public consultation as part of the EIA process.



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Other Environmental and Social Aspects

The Promoter has a certified Integrated Quality, Environmental and Health and Safety Management System (most recently verified in 2019 and 2020). This implies compliance with the requirements of ISO 9001:2015-10 standards (Quality Management System); ISO 14001:2015-09 (Environmental Management System) and ISO 45001:2018-06 (Occupational Health and Safety Management System) for provision of public tram services, maintenance and development of technical infrastructure for the provision of transport services and traction power plants and tracks and tram repairs.

Based on the above the capacity of the Promoter to manage the environmental and social aspects of the Project are deemed satisfactory.

Conclusions and Recommendations

The Project will have limited negative environmental impacts during construction, mitigated via a series of conditions included in the environmental decisions issued between 2016 and 2019, as well as good construction practices, and a positive impact during operation, due to the new tram line which will reduce road based services and localised air and noise pollution.

The Project is also expected to reduce the use of private vehicles, lowering GHG emissions and improving the urban environment, diversifying public transport options through the promotion of sustainable urban mobility.

Under these circumstances, the Project is acceptable for EIB financing in environmental and social terms.