



Luxembourg, 24/11/2022

## Environmental and Social Data Sheet

### Overview

Project Name:	WARSAW TRAM II - ROLLING STOCK
Project Number:	2016-0799
Country:	<i>Poland</i>
Project Description:	Purchase of 123 tram vehicle units

EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The Project concerns an allocation under a framework loan approved in 2016 to finance parts of the 2014-2020 strategic investment plan of Tramwaje Warszawskie Sp.z o. o. (Warsaw Trams), the City Tram Company. The project concerns the purchase of new tram vehicles to improve the quality of the Warsaw tramway services, as well as the related maintenance and service equipment and training. The new trams partly replace old ones and partly expand the existing fleet to serve the new extensions and increase the level of service. The purchase of new tram vehicles is part of the City's Sustainable Transport strategy, which has in 2009 been subject to a SEA in the context of the SEA Directive .

The Polish EIA law 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, the Mayor of the City and Regional Directorate for Environmental Protection - RDOS are the Competent Authority. The manufacturing of tram vehicles falls outside the scope of the Environmental Impact Assessment (EIA) Directive 2014/52/EU (amending Directive 2011/92/EC). Due to the partial expansion of the fleet, a new depot is being constructed, and this depot has been subject to an EIA, which was approved by the Competent Authority in 2017. The depot is expected to be completed early 2024. The depot is not part of this project but is expected to be financed under a separate operation.

The competent authority for Natura 2000 areas is the corresponding "Voivodship's" Regional Director for Environmental Protection. The closest Natura 2000 area is the Vistula River, which runs through Warsaw. Tram services are provided inside the build-up area of Warsaw and in existing road alignments.

The project is Paris aligned according to Annex 2 of the EIB Climate Bank Roadmap (2020), as it consists of acquisition of zero direct emission mobile assets and maintenance facilities associated to them.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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If any tram vehicles will be taken out of service due to this project, these tram vehicles will either be sold for service elsewhere or for scrapping in accordance with the regulations in force.

The City of Warsaw has a Climate Adaptation Strategy for the City by 2030 (2019) which the promoter adheres to. The city new trams are adapted to climate change as the new trams are expected to be better equipped to deal with frost, solar radiation and heat than previous trams, and will include air-conditioning. The Promoter has put in place operational and emergency procedures to protect its trams, tram infrastructure and operations during extreme weather events. The Project has therefore been classified as low risk in terms of climate vulnerability.

Overall, the project is expected to have a positive environmental impact. The renewal and improvement of public transport will contribute to low-carbon transport and will allow an increase in energy efficiency of the transport sector. The investments help to reduce reliance on private cars and maintain or increase public transport share. Without the investment in new vehicles, the level of service will have to be reduced as the existing vehicles have reached the end of their physical life, which will result in a shift away from public transport towards other modes which have a higher environmental impact such as the private car.

### **Social assessment**

The investments will improve the quality of public transport services in the city of Warsaw by increasing the service level and by providing passengers with more comfortable, more reliable sustainable transport option.

## **Conclusions and Recommendations**

The overall environmental and social impact of the Project is positive, with improved environment and quality of life for the citizens. Furthermore, the Project is expected to contribute to climate change mitigation.

The Project is acceptable for the Bank in environmental and social terms.