

Luxembourg, 8<sup>th</sup> December 2022

## Environmental and Social Data Sheet

### Overview

Project Name: KRAKOW TRAMWAY IV  
 Project Number: 2022-0212  
 Country: Poland  
 Project Description: Purchase of 30 new trams to replace obsolete units.

EIA required: No

Project included in Carbon Footprint Exercise<sup>1</sup>: No  
 (details for projects included are provided in section: "EIB Carbon Footprint Exercise")

### Environmental and Social Assessment

#### Environmental Assessment

The project consists of the purchase of 30 new trams in order to replace obsolete units in the current tram fleet of Krakow.

The project is aligned with a number of approved strategic documents. The project is outlined in the document *Krakow Development Strategy Until 2030*. The project is also consistent with the *Krakow Transport Policy (2016-2025)* and the *City Multiyear Investment Plan*.

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 Authorities.

The manufacturing of tram vehicles fall outside the scope of the EIA Directive 2011/92/EC as amended by Directive 2014/52/EU. Therefore, no EIA is required.

The competent authority for Natura 2000 areas is the corresponding "Voivodship's" Regional Director for Environmental Protection. The closest Natura 2000 site is "PLH 120069 - Nowa Huta Meadows", which is located within the city borders of Krakow and about 200m from the closest tram line. The new trams will be used on the existing tramway network, which is situated outside the boundaries of this area.

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

<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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The Promoter plans to scrap the existing trams according to its standard scrapping and sale procedures, ensuring a consistent handling of scrapping and sale of vehicles in line with their technical conditions, safeguarding the operating safety and optimising the fleet structure. The vehicles will be separated into their constituent parts and handed over to authorised entities dealing with recycling and recovery of waste type/disposal of waste according to national Polish legislation.

The new trams will meet modern specifications in respect of environment and safety and will be equipped with the most advanced regenerating braking system, enabling the energy recovered during deceleration to be used for acceleration on the same vehicle. The new trams will therefore help to reduce emissions deriving from the electrical energy supply and will contribute to tackling climate change. On a vehicle-km basis, the new units will consume more energy than the trams being replaced, because they will have more amenities e.g. air conditioning, better acceleration etc.

The project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport in a congested urban area. The project will improve public transport service quality, reliability, safety and efficiency, and help maintain and possibly enhance the share of public transport, helping thus to reduce reliance on private vehicles and the associated negative impacts on the environment (pollution, GHG emissions and noise).

### **Social Assessment, where applicable**

The investments will improve the quality of public transport services in the city of Krakow by increasing the service level and by providing passengers with more comfortable, more reliable sustainable transport option. The foreseen project activities and outputs are not likely to trigger any of the Bank's social standards.

## **Conclusions and Recommendations**

The project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport in a congested urban area. The renewal of the tram fleet will contribute to reduced noise and air pollution by encouraging a shift to public transport use. In addition, the investment will improve the quality of public transport services, helping to reduce reliance on private cars and maintain or increase public transport share.

Considering the above, the project is deemed acceptable for EIB financing in environmental and social terms.