

Environmental and Social Data Sheet

Overview

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| Project Name: | <i>Poznan Franowo Tramway</i> | |
| Project Number: | <i>2011-0339</i> | |
| Country: | <i>Poland</i> | |
| Project Description: | The project consists of the construction of the extension of the tramway network of the city of Poznan from the Lecha residential area to Franowo, where the new main depot of the network is going to be constructed. The line will be some 2.2 km long, with an underground section of some 1.1 km and 6 stations. The project is co-financed by the European Regional Development Fund. The application to the European Commission has been prepared with the support of JASPERS, who issued an Action Completion Note on 9th December 2010. | |
| EIA required: | YES | |
| Project included in Carbon Footprint Exercise ¹ : | NO | |

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The Poznan Franowo tramway extension falls under Annex II of Directive 85/337/EC, as subsequently amended, according to which the need for an EIA is decided on a case-by-case basis by the Competent Authority. The project was screened in and an EIA was carried out in accordance with EU and Polish regulations.

The project is included in the Wielkopolski Regional Operational Program for the years 2007 – 2013, for which an SEA has been carried out.

The project is not likely to have any significant effects on the species and habitats of Natura 2000 sites. The corresponding certificate by the Competent Authority has been received.

The project will influence the environment both at the construction and operation stages. The project's negative impacts during the construction stage will be short-lasting and reversible. At operation stage the major impacts will be connected with noise, vibration and water drainage and infiltration. Special mitigation measures have been proposed accordingly to reduce such impacts to permitted and/or acceptable levels. On the other hand, the project will improve the quality of public transport services in terms of speed, comfort, availability and reliability, thus increasing the attractiveness of public transport in the urban area of Poznan and contributing to the reduction of reliance on private cars and of their negative impact on the environment. In conclusion, the positive impacts of the project are expected to balance out the negative impacts during construction and operation with a final overall benefit on the environment. Under these conditions, the project is acceptable for Bank financing.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Environmental and Social Assessment

Environmental Assessment

The EIA was carried out in accordance with EU and Polish regulations. Initially the Competent Authority for issuing the decision on environmental conditions was the Wielkopolska Voivode, which issued the screening decision on October 16, 2008 (ref: SR.IV-8.66191-24/08), imposing the obligation to carry a full EIA. Pursuant to the the law of October 3, 2008 on the provision of information about the environment and its protection, participation of the society in the environmental protection and environmental impact assessment, the competences previously assigned to the Voivode were taken over by the Regional Director of Environment Protection. The environmental decision was thus issued by the Regional Director of Environmental Protection in Poznan on July 16, 2009.

The project runs through the residential areas of Rataje, Rusa and Czecha – between Chartowo and Kurlandzka streets – where facilities associated with permanent or temporary stay of children and young people (e.g. school, nurseries) are also located. The project will be used by three commercial tram lines. However, traffic along the project will be significantly higher, mostly at night time, due to the new tram depot being constructed at Franowo. The impact of this additional traffic has been taken into account in the noise and vibration analysis in the Environmental Impact Assessment. The EIA study analysed two scenarios as regards to the track placement in relation to the surface in this section: in scenario I the tram line is built in an open trench with noise protection in the form of acoustic screens along the entire excavation; in scenario II the tram line section is built in a encased excavation with retaining walls and partially covered. The analysis found that scenario I would not protect the adjacent buildings from the noise regardless of the height of the screens. Despite scenario II being sufficient for noise protection according to Polish national permitted levels, the Promoter opted for a fully covered underground section in order to provide further noise and vibration protection between Chartowo and Kurlandzka streets – the most densely populated area along the project. Moreover, the tracks have been designed with jointless rails with resilient fixture to sleepers and vibration reduction systems in order to minimise noise and vibration. These measures will ensure the observance of acoustic standards of environment quality in areas requiring noise protection located within the scope of project's impact. In order to reduce the level of noise emission related to construction works in the vicinity of crossings at the areas requiring acoustic protection, the prohibition of construction works during night-time (from 10 pm to 6 am) was introduced. Due to much higher level of acoustic background at day-time, the construction works will not be considered as inconvenient. In addition, the project's impact at the construction stage will be short-lasting and reversible.

At operation stage of the planned project no emission of substances to the air is envisaged. Only at the construction stage there might be a slight emission of substances to the air. This will result from the dust related to earthworks and movement of earth masses. The sources of emissions to the air will also be construction and assembly works and fuel combustion processes in the engines of machines and devices operating at the construction site. However, due to the fact that these emissions will be local and temporary, will be mitigated by measures involving good construction practice and will cease after the completion of construction works, the planned investment will not have an overall negative impact on the quality of air.

The EIA indicates that the project will have potential effect on water quantity. Drainage of the excavations might cause lowering of the groundwater table. According to the EIA, impacts which will occur during construction phase will be short and non-significant and will not affect wells located in the vicinity. Therefore, both EIA and Environmental Decision do not recommend any specific mitigation measures. At the operation stage the groundwater table will be affected by the reduction in rainwater infiltration. Therefore, the Environmental Decision recommended the preservation of largest possible surface of free soaking of precipitation waters into the ground.

The project might also impact water quality. At the construction stage the potential negative impact of the investment water quality will be prevented and limited by proper water and

sewage management of the construction site facilities, including the collection of human waste generated by workers. In addition, areas for temporary material base of substances susceptible to water migration will be located in places sealed up with insulating materials. At the operation stage discharge of precipitation and thawing waters from the designed track will be conducted partially via storm water drainage and partially via infiltration into the ground.

The project is located about 50 m from the Natura 2000 site "Fortifications in Poznan" PLH300005, which offers winter shelter to four species of bats listed in Attachment II of the Habitats Directive 92/43/ECC (including the stable population of greater mouse-eared bat and barbastelle). The analysis of documentation indicates that there will be no considerably negative impact of the investment on the species, habitats and integrity of the above-mentioned Natura 2000 site. The corresponding certificate issued by the Regional Director of Environment Protection has been received. The investment involves the removal of trees which may sporadically be used by bats as shelters, therefore these works should be conducted in the winter season. If any bats are spotted during the clearance of trees, works should be immediately stopped and the Regional Nature Conservator in Poznan should be notified. According to the environmental decision, a three-year post-execution monitoring period needs to be conducted involving the annual inventory of bats in the Natura 2000 site (PLH300005) to compare their number to data previous to the investment execution. The project should neither threaten any IUCN Red List of Threatened Species nor any Polish Red List of species.

The project will help exclude from traffic part of the buses that previously serviced transport to these areas, reduce private vehicle transport and increase traffic smoothness. According to the EIA it should have a positive impact on the decrease of emission levels but no quantitative analysis was carried out.

EIB Carbon Footprint Exercise

Project is not included - the EIB draft Carbon Footprint Methodologies only include emissions from Investment Loans, and large allocations under Framework Loans, above the methodology thresholds.

Public Consultation and Stakeholder Engagement, where required

Public consultation was carried out between May 14 and June 4 of 2009. The notice announcing the possibility of filing comments and motions concerning to the project was posted in both the announcement board and the website of the Regional Direction of Environment Protection in Poznan, as well as in the announcement board at the Poznan City Hall in order to enable the public to participate in the proceedings. No comments and motions were filed in the period of time set by the Authority.