

Environmental and Social Data Sheet

Overview

Project Name: *SZCZECIN TRAMWAY INFRASTRUCTURE (FL 2012-0399)*
Project Number: *2012-0400*
Country: *Poland*
Project Description: *Modernisation of tram tracks, catenaries and a tram depot in Szczecin*
EIA required: *yes*
Project included in Carbon Footprint Exercise¹: *no*

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

The investments are part of the Spatial Development Plan of the City of Szczecin for which a Strategic Environmental Assessment (SEA) was concluded in August 2011, in compliance with EU SEA Directive 2001/42.

Modernisation of trams (including construction of depots) falls under Annex II of the EIA Directive 2011/92/EU. In the present case project has been screened in and a full EIA has been carried out according to the updated Polish Law (November 2008). EIA was approved on the 9th of May 2011 by the Regional Director for Environmental Protection in Szczecin (decision RDOŚ-32-WOOS.TŚ-6613/2 /10/kmk).

The project's impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable. Furthermore some additional positive impacts will derive from the operation, reducing the noise and pollution levels. The project, as part of a wider public transport investment program, is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport, also partially reducing private car usage.

The project is located beyond Natura 2000 areas. The promoter has nevertheless already provided the Bank with the project's Form A issued by the competent authority, clearing these issues and confirming that, with the application of the designed mitigation measures, the project's overall impacts are not significant. In addition, the project does not collide with archaeological sites however the depot is a protected building and it will be renovated according to the guidelines of the conservation of historical buildings (agreement WKiOZ/1II/EW/4045/325/10 dated 10.05.2010).

The institutional capacity of the Promoter to manage the environmental issues in the project is deemed satisfactory.

Considering the above, the project is acceptable for EIB financing from an environmental point of view provided that it is implemented in line with EIA.

Environmental and Social Assessment

Environmental Assessment

The project concerns the modernisation of some 14.4 km of tramway infrastructure related to existing single-line tracks, as well as the rehabilitation and extension of a tram depot in the city of Szczecin. The components are part of a wider project named "Construction and

reconstruction of railways in Szczecin" for which the EIA was carried out in line with Polish legislation, in accordance with the EIA Directive 2011/92/EU.

The project will have an impact on the environment both during implementation and operation.

At implementation stage, demolition and construction works will be performed and the project will increase noise levels and will impact water and air quality. Special mitigation measures have been proposed in the EIA in order to reduce this impact, consisting in appropriate organisation of works and the use of modern, technically operative equipment with low noise emissions. The project's impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable.

At operation stage, the modernisation of existing single-line tracks will result in positive impact on the environment, reducing noise and pollutants to the air as well as uncontrolled emission of pollutants to the land and water environment. According to the EIA, it has been proven that with the application of the types of track planned for implementation, noise emission will decrease by 2 - 7 dB, and with the introduction of modern, silenced stock the reduction rate may even reach 5 - 10 dB. Furthermore, it has been proven that the noise emitted from tram traffic depends, to a large extent, on the speed of tram traffic. Therefore, after the implementation of track modernisation, it will be necessary to carry out measurements on sections with heavier night traffic and, if accepted noise levels are exceeded, speed limits for trams will have to be introduced.

The Pogodno Tram Depot will be adapted to handle modern tram stock and it is expected that noise levels will be more favourable than the current ones. No residential areas are located in the direct neighbourhood of the depot however the noise emissions linked to the tram traffic and technical maintenance will be mitigated through allotment gardens. In addition, to reduce noise levels during the operation, the investor is obliged to install a wheel band lubrication system for newly-bought trams. Furthermore, for trams running along tracks with a small turning angle, the investor is obliged to use flexible rubber or plastic plates especially at the points of crossing with heavy traffic roads, to use hedges for separated tracks, periodic rail polishing (depending on its wear) and to use quiet converters and quiet and safe door drives.

The above-mentioned measures are considered sufficient for this type of project.

Public Consultation and Stakeholder Engagement, where required

The schemes included in the project are part of a wider one (Construction and reconstruction of railways in Szczecin) that has been subject to public consultation from 21 February 2011 to 14 March 2011 (21 days). The announcements were displayed on a notice board in the registered office of the Regional Directorate for Environmental Protection, in the online public information bulletin of RDOŚ Szczecin, as well as in Szczecin City Hall. During the procedure with the participation of the community, no notes or remarks concerning the implementation of the planned project were submitted.

Other Environmental and Social Aspects

Performing post-implementation analysis in the planned project area within 18 months from commissioning is recommended - this will allow assessment of the environmental conditions, with special consideration of noise emission and, appropriateness of project solutions. Measurements are to be made in the closest residential area.

In addition, at the stage of tramway operation, monitoring should involve periodic measurements of noise in the environment every 5 years and the results must be submitted to the authority responsible for environmental protection.