

Environmental and Social Data Sheet

Overview

Project Name: KRAKOW TRAMWAY II
Project Number: 2014-0005
Country: POLAND
Project Description: The objective of the project is to improve the functioning of Krakow's city transport through the purchase of 36 modern tram cars and 40 stationary ticket machines
EIA required: no
Project included in Carbon Footprint Exercise¹: no

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

The project does not fall under either Annex I or Annex II of the Environmental Impact Assessment directive 2011/92/EU, which is not applicable to manufacturing and use of rolling stock.

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. Some additional positive impacts will derive from the operation of new vehicles equipped with a regenerative braking system that will ensure better energy and environmental performance. Replaced vehicles are due to be scrapped, recovering and recycling some usable components, according to the relevant environmental legislation.

The new rolling stock will replace older obsolete units and will conform to modern environmental standards. The new trams have the potential to generate significant energy savings, emission reductions and safety improvements compared to the older fleet. Public transport may also improve noise levels on an aggregate basis. In addition, the project is expected to result in positive environmental impacts by helping the public transport sector to maintain its market share in the city of Kraków.

Manufacturing of these trams is expected to take place in existing plants. The Promoter requires that the rolling stock be manufactured in accordance with the applicable EU environmental regulations, as transposed to Poland. Overall, the project complies with relevant EU and national environmental legislation.

The project is acceptable from an environmental perspective.

Environmental and Social Assessment

Environmental Assessment

The project falls under the Operational Programme Transport 2007-2013 which has undergone a Strategic Environmental Assessment (SEA).

The project concerns the acquisition of 36 new low floor trams together with purchasing of 40 stationary ticket vending machines. The project does not fall under Annex I or II of Directive 2011/92/EU.

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.

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. Together with other significant actions on transport and environment as envisaged in the Integrated Public Transport Development Plan for Kraków for 2007-2013, the project will improve the quality and the attractiveness of the public transport service, contribute to contain excessive reliance on cars and the related negative environmental impacts, and improve the quality of the urban environment.

The new rolling stock 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 rolling stock will therefore help to reduce emissions deriving from the electrical energy supply and will contribute in tackling climate change. On a vehicle-km basis, the new units will consume less energy than the trams being replaced. The service pattern is expected to remain broadly the same as delivered by the old units.

In addition, new rolling stock should reduce noise emissions and the trams will have dedicated spaces for baby prams and wheelchairs and this, combined with low platforms, will ensure accessibility to persons with reduced mobility.

The project will not affect any critical habitats of particular ecological value and sensitivity. Within the city borders of Krakow the closest Natura 2000 site is "PLH 120069 - Nowa Huta Meadows". The proposed project will have no effect on the integrity of this Natura 2000 site as the existing tramway network is situated outside the boundaries of this area.

One of the associated facilities, the Nova Huta depot, will be refurbished. The works will be carried out within the premises of the existing site. Any environmental impacts will be assessed during the building permit procedure. Even if the refurbishment is out of the scope of the EIB financing, the promoter will undertake to provide to the Bank with the building permit and/or any other additional authorisation needed to operate the depot.

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.