

Environmental and Social Data Sheet

Overview

Project Name:	LODZ TRAMWAY INFRASTRUCTURE
Project Number:	20150727
Country:	Poland
Project Description:	Expansion and modernization of tram route on the East-West (Retkinia-Olechów) in the city of Lodz. The investment exceeds the EUR 50 m threshold and was submitted by the Promoter for allocation under the existing framework loan "Lodz Urban Infrastructure (2014-0152)" (CA/477/14 Doc 14/512).
EIA required:	yes
Project included in Carbon Footprint Exercise:	no

Environmental and Social Assessment

Environmental Assessment

The project consists of the improvement and extension of the existing tramway network along the main tram line crossing the city in the East-West direction. The project is divided into two major scopes; in one hand the modernisation of 13.2 km existing tram line and on the other hand construction of 4.1 km new dual track tram line, The works are mostly completed by the time of the Bank's appraisal.

The project is part of the Operational Programme Transport in Poland, for which an SEA was carried out in 2007.

The project, which is implemented in eight construction sections falls under Annex II of Directive 2011/92/EU and underwent a screening process. An EIA was prepared in accordance with EU and Polish regulations as follow:

The Promoter applied to the competent authority (Lodz Regional Environmental Protection Directorate - RDOS) to receive an EIA screening decision on 06.02.2012. RDOS issued a screening-in decision dated on 20.03.2012 (Ref: WOOS.4210.5.2012.JCH.4) requiring preparation of an Environmental Impact Statement (EIS). The Promoter submitted the EIS on 18.04.2012 to RDOS covering the full project scope.

On 27.06.2012 RDOS issued an EIA decision (Ref: No 10/2012-RDOS-4210.5.2012.JCH.21) requiring relevant measures for construction and operation. The EIA decision considered that the EIS covers the project's initial concept stage instead of its technical design; therefore it required executing a 2nd stage EIA stating the required scope. The 2nd stage EIS was completed and elaborated sufficiently the required topics. Based on the RDOS decision and the amended EIS, the President of the City of Lodz issued and made publicly available all building permits covering the full scope of project by 14th April 2014. At later stage RDOS issued a series of decisions divided by project's sections requiring monitoring noise and vibration along the 9 initial months of operation, the results are to be discussed with RDOS to tailor the measures to actual needs.

Luxembourg, 21 November 2016

Separately, another procedure covered the so-called “technical infrastructures” – i.e. the City’s rain and waste water networks and gas pipelines, which the project affected. On 07.11.2013 the President of the City of Lodz issued a screening-out decision with regard to these infrastructures (No. 57/U/2013- DH-OSR.V.6220.190.3.2013). This decision complements the RDOS’ EIA decision on 27.06.2012 by elaborating satisfactorily on basis of the Annex III criteria that no further EIS is required.

NATURA 2000 sites

The project is not likely to have any significant effects on the species and habitats of Natura 2000 sites. The corresponding certificates by the Competent Authority (Regional Environmental Directorate, Lodz- RDOS) have been received. The Competent Authority stated in its letters on 07 August 2012 that all works will be carried out in urban areas and there will be no impact on the natural habitats and species of plants and animals which have been assigned for the protection of Natura 2000 sites (the closest areas are PLH 10022 – Grady nad Linda – about 15 km, PLH 100017- Buczyna Janinowska – about 14.3 km and PLH 100016 – Buczyna Galikowska- about 8 km far from the project area).

Environmental impact of the Project

The main expected negative impacts related to the construction of the new tram extension inside a road corridor, are the disturbance during construction, the construction pollution, the construction transport and the related nuisance and emissions. The EIA prescribes measures to reduce those impacts such as adoption of optimal construction practices, adequate organization and planning of works – e.g. some categories of works cannot be carried out during the day.

Concerning operation, the main identified impacts are noise and vibrations from tram operation in the project corridor. These adverse impacts are partially mitigated by the general improvements in local traffic circulation due to the realisation of the projects, and in particular by the creation of the new tram extension, which should absorb part of the existing and new mobility demand.

Climate Change mitigation: the project and in particular the improvements in the tramway network should reduce pollution from traffic, in particular greenhouse gas emissions, thanks to the expected modal shift from private cars. It should therefore contribute to the mitigation of climate change.

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 Lodz 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.

Public Consultation and Stakeholder Engagement

Only a small portion of land acquisition was needed for the extension of the tram line, which was properly managed by the city’s administration. Consultation was carried out under the EIA process in conformity with EU and Polish law. Information on public information and consultation is provided in details in the environmental consent decision on 27.06.2012. The proceedings were organized by the City of Lodz and RDOS via announcements posted at the Board of Notice of the City of Lodz, the administrations of settlements of Olechow-Janow and its website. On 02.05.2012 RDOS allowed the public to comment the EIS from 07.05 to 28.05.2012. One citizen proposed minor engineering modifications and he was satisfied with RDOS’ reply, as no further exchange of correspondence and complaints occurred. The EIA decisions were made publicly available via posted at Lodz Public Information Bulletins.

Conclusions and Recommendations

The project falls under Annex II of Directive 2011/92/EU and underwent an EIA process in accordance with EU and Polish regulations. The project is not likely to have any significant effects on the species and habitats of Natura 2000 sites. The corresponding certificates by the Competent Authority have 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 and vibration. 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 Lodz 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.