

Environmental and Social Data Sheet

Overview

Project Name:	WARSAW II METRO LINE EXTENSION
Project Number:	2016-0050
Country:	Poland
Project Description:	Construction of a 16.4 km long extension of Metro Line II in Warsaw, purchase of 59 new metro trains for Metro lines I and II, and construction of a new metro train depot.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

Compliance with applicable Environmental Legislation

The project is part of the “National Transport Policy 2006-2025”, the “Operational Plan Infrastructure and Environment” and the “Sustainable Development Strategy for Transport of Warsaw 2007-2013 and beyond”. Each of these three strategies has been subject to a Strategic Environmental Assessment (SEA). The project contributes to achieving the environmental objectives set out in these strategies and plans, as it reduces road traffic, reduces air and noise pollution and improves road safety.

The construction of the metro falls under Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU, as amended, according to which the need for a full EIA is decided on a case-by-case basis. The construction of the project is done in three stages and separate EIA procedures are done for each stage. The cumulative impacts are included in a comprehensive environmental study for the complete Metro Line II, completed in 2008. Additionally, a SEA has been completed for the “Sustainable Development Strategy for Transport of Warsaw 2007-2013 and beyond”.

The first stage of the implementation extends the existing Metro Line II with 3 new stations at both ends. Two separate EIAs have been completed and Environmental consent decisions were received from the General Directorate for Environmental Protection (GDOS) in October 2014 for the Eastern section and in November 2015 for the Western section. The building permit for stage I was issued in 2016.

The second stage of the implementation adds a further 3 stations to the East and another 2 stations to the West. Two separate EIA processes were initiated and the Environmental Impact Study and non-technical summaries (NTS) were published in October 2015 and August 2016. The environmental consent decision for the East section was issued at the end of 2016 and for the Western section is expected at the end of 2017.

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.

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The third and final stage of the implementation adds another 3 Western stations and a new depot. The Competent Authority decided on August 2016 that an EIA is required, based on the preliminary environmental study of June 2016 (Karta Informacyjna Przedsięwzięcia). The project promoter is expected to complete the EIS and NTS in January 2017 and the environmental consent decision is expected at the end of 2017. The promoter will undertake to publish the NTS as soon as available or send a copy to the Bank for publishing on the Bank's website.

The purchase of the metro trains is not classified under Annex I or Annex II of the EIA Directive, and therefore does not require an EIA.

Impacts during construction and operation

During the construction phase, impacts of noise will be mitigated using measures identified in the environmental decisions, such as working hours of the construction team. Impact of noise on birds is not expected to be significant and should not disrupt their migration and habitats. Vibration impacts will be limited, as the metro is mostly constructed underground and below an existing road corridor. Excavated bedrock material is not expected to be contaminated and will be transported and safely disposed. The impact on flora will be mitigated by appropriate measures e.g. replanting trees. The construction and operation of the new depot may result in additional noise pollution and therefore mitigation measures are being proposed. These will have to be confirmed as part of the ongoing EIA procedure. Impacts during operations are expected to be low.

Natura 2000 and Biodiversity

In July 2009, the Competent Authority (RDOS of Warsaw) issued a declaration (Form A) for the Western extension and separately for the Eastern extension declaring that the project is not likely to impact any Natura 2000 site, based on an environmental impact study for full metro Line II, completed in 2008. The closest section of the Metro Line II extensions starts at a distance of 750m. east from the bedding of the Vistula River, and impacts are therefore not likely. Also impacts on the physical characteristics of surface water or changes to the level or quality of groundwater bodies are unlikely.

Conditions

Financing for the Western section of stage II, for stage III and for the purchase of metro trains for Metro Line II is conditional upon completion of related EIA procedures. The promoter shall complete the EIA procedures for project component "stage 2- west" (station C4 and C5) and submit to the Bank the related environmental consent decision to the satisfaction of the Bank before EIB funds can be disbursed against this component (equalling about 10% of the total project cost). Furthermore, the promoter shall complete the EIA procedures for project component "stage 3 (station C1, C2, C3 and the depot at Mory) and submit to the Bank the related environmental consent decision to the satisfaction of the Bank before EIB funds can be disbursed against this component and the purchase of the last 24 metro trains (equalling about 22% of the total project cost).

Residual risks

The residual environmental compliance risk is deemed to be low, as the promoter is known to the Bank and complies with relevant EU Directives. Moreover, the above mentioned disbursement conditions will be included in the Finance Contract to ensure that the Bank financing is only used for projects components for which the EIA has been completed.

As the environmental process has not been finalised, there may still be changes in scope, cost or construction time. However, scope changes are expected to be small (for instance additional mitigation measures), given that the EIAs are well underway and so far no major environmental issues have been identified. Consequently, the impact on the costs is not likely

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to be significant, but there could be some delays. This risk is partly mitigated by allowing an extra year of possible project time in addition to the promoter's schedule. The residual risk is deemed to be medium.

Social Assessment

The stations are largely built within existing road corridors and this limits the private land requirement. The depot at Mory is planned to be built on 26ha of undeveloped land that is partly owned by the city and is partly privately owned.

In a few places the metro runs under dense residential areas but this is not expected to affect the properties above. The impact of vibration on any properties above the tunnels during construction and operations will be monitored by the promoter.

The public information and consultation is taking place in the context of the EIA procedures for each section of the extension project. Consultation was done in 2014 for the first stage, in 2016 for the second stage, and will begin in 2017 for the third stage, directly after completion of the EIS at the beginning of 2017.

Conclusions and Recommendations

The extension of the metro network is a cornerstone of several urban and transport strategies of Warsaw, and contributes to achieving the environmental objectives set out in these strategies and plans.

The construction of the metro infrastructure falls under Annex II of the EIA Directive and has been screened in by the Competent Authority, and is hence subject to an EIA. Construction of the metro extensions is phased, and for each of the 5 sections a separate EIA is done. For three sections the EIA process is completed and the environmental consent has been issued. For the remaining two sections, the EIA process is still ongoing and the environmental consents are expected in 2017. Finance for these two sections and for the purchase of part of the metro trains for Metro Line II will be subject to completion of these EIAs and receipt of the environmental consent decisions covering the full project. The promoter will undertake to publish the NTS for the third stage of the implementation as soon as available or send a copy to the Bank for publishing on the Bank's website. The residual environmental compliance risk is deemed to be low. The residual risk that delays in the environmental procedure could delay the project implementation is deemed to be medium.

The project is not likely to impact on any Natura 2000 site, as declared by the Competent Authority after a screening. Also, impacts on the physical characteristics of surface water or changes to the level or quality of groundwater bodies are unlikely.

The overall environmental impact of the project is positive, with improved environment and quality of life for the citizens of Warsaw. Furthermore, the project is expected to contribute to climate change mitigation.

Subject to the fulfilment of the conditions referred to above, the project is satisfactory to the Bank in environmental and social terms.