

## Environmental and Social Data Sheet

### Overview

Project Name:	GDANSK TRANSPORT PROJECT (FL 20080564)
Project Number:	2011-0190
Country:	Poland
Project Description:	<i>The Project consists of the program for the upgrade of Gdansk transport network ("GPKM IIIa"), including the renovation and modernisation of 12.1 km (double tracks) of the existing tram infrastructure, the construction of a 2.8 km tramway extension, which includes also one Park &amp; Ride and one Bike &amp; Ride facility, and the new construction of Nowa Łódzka Street, 1.75 km long, two carriageways with 2 lanes per directions, in the same corridor as the new tram extension, as part of the strategy to improve accessibility to the southern area. The projects is a part of a framework loan approved and signed with the city of Gdansk (FL 20080564). The overall Project includes also the acquisition of 35 new tram trains which would serve also the new extension, and the redevelopment of the Wrzeszcz tram depot, both outside of EIB financing as these investments are carried out by the City's Transport operator (ZKM).</i>
EIA required:	Multi-scheme (all falling under Annex II; some were screened in, some out).

Project included in Carbon Footprint Exercise<sup>1</sup>: NO

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

All the project components fall under Annex II of the EU EIA Directive 85/337/EEC (as amended), according to which the need for a full EIA is decided on a case-by-case basis by the Competent Authority. A full EIA was carried out for the tram network extension and for the new street, while the other minor components such as the tram network rehabilitation were screened out. Concerning the schemes included in the overall project but outside the scope of EIB financing, the depot reconstruction was screened out, while the rolling stock purchase falls outside the scope of the EIA Directive. The schemes are not in the immediate vicinity nor run through protected areas listed in the Natura 2000 network, as confirmed by the Certificate by the Competent Authority provided by the Promoter. The Project is expected to have some adverse impacts during construction i.e. occupancy of land and traffic, increase of noise levels and of pollution in general due to workyards, which are balanced by the forecast positive impacts on the environment thanks in particular to the increase in public transport service quality which should bring about a modal shift from private cars. Overall, project's impact is deemed to be slightly positive.

### Environmental and Social Assessment

#### Environmental Assessment

After the introduction of the Polish law on Environment in November 2008, the Competent Authority for main projects on special areas or of national importance is the Regional Director for Environmental Protection – one for every "Vojvod"; this Director is also the Competent Authority for Natura 2000 issues, and approves the SEA for plans done by the City. For all the other projects, such as the current one, the Competent Authority releasing environmental

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

permits is the City, after consultation with the Regional Director for Environment and with the Regional Sanitary Inspectorate.

The main negative impacts which are expected are main those related to the construction of the new tram extension and by the new Nowa Lodzka street:

- disturbance during construction
- construction pollution, although this is deemed to be quite low
- construction transport and the related nuisance and emissions
- nuisance effect due to new structures
- land acquisition
- removal of some trees, in particular in the area of a small forest located in the terminal section of the route, on the other side of ul. Lodzka. However, this amount has been limited to the minimum possible during the design of the alignment and with prescriptions for the construction phase. The trees scheduled to be preserved, situated near the conducted construction works, will be protected during construction, in accordance with the detailed design plans. None of the affected species is under protection
- there are no structures significant to the cultural and historical heritage of the region in the vicinity of the project
- due to significant distance the effects of the project are not going to affect areas designated as Natura 2000
- 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 ca not be carried out during the day, etc.

Concerning operation, these are the following main identified impacts:

- air pollution from private traffic, in particular nitrogen oxides, as this is expected to grow in the coming years, also due to the creation of the new link of Nowa Lodzka street;
- noise and vibrations from both private traffic and tram operations in the project corridor are a more relevant issue, as the area is already affected by these problems, which are expected to be worsened by the projects
- these adverse impacts are partially mitigated by the general improvements in local traffic circulation due to the realisation of the projects, and in particular to the creation of the new tram extension in the Nowa Lodzka corridor, which should adsorb part of the existing and new mobility demand
- identified mitigation measures vary according to the crossed area:
  - for noise, where the area is strictly residential and characterised by low buildings, specific acoustic baffles will be adopted (e.g. parallel to ul. Nowa Lodzka on its western side). The exact location and dimensions of the baffle will be specified in the construction design. Where buildings are taller, due to the fact that acoustic baffles are not an effective protection against noise for multi-storey development, they have not been recommended for such areas (e.g. for residential developments on both sides of ul. Nowa Lodzka). For buildings situated in these areas, where it is forecast that on their facades admissible levels could be exceeded in specific periods, an evaluation of existing acoustic insulating power of the outside walls and windows is to be conducted, and, if necessary, the insulating power of these construction elements is to be increased in order to ensure an admissible noise level inside residential habitats. Concerning tram operation, expected impacts are lower and are mitigated in particular by the good performances of new purchased vehicles and by the modern design and construction techniques of the rail tracks and of their subgrade
  - vibrations from traffic on the street network are mainly due to heavy vehicles; due to the new, smooth surfaces and the technology applied, a significant impact with regards to vibrations is not foreseen. Concerning tram operation, modern technologies permit also a reduction of this factor to relatively low levels.
- improvements to the traffic safety and traffic flow should reduce the risk of major road accidents or incidents involving vehicles transporting toxic or other dangerous substances.

- *Climate Change mitigation:* the project and in particular the improvements in the tramway network should reduce pollution from traffic, in particular greenhouse gasses emissions, thanks to the expected modal shift from private cars. It should therefore contribute to the mitigation of climate change. Estimated reduction of CO2 emissions due to the main scheme – the tram network extension, is estimated at more than 600 tonnes per year.

### **Social Assessment, where applicable**

The project is not expected to have any relevant adverse social impact. On the other side, evidences from public consultation carried out show a good level of support from the interested population, due to the expected positive impact of improved accessibility to the City' s southern area and the related benefits for the population.

### **Public Consultation and Stakeholder Engagement, where required**

Public consultation and stakeholders engagement were carried out within the EIA procedure, in conformity with EU and Polish laws, and concerned the total of the two projects, that is the new street and the tram extension, as they affect the same corridor.

The process was carried out in two phases, one per each main project stage: the first one starting in February 2009, the second in March 2010. Public consultation was made through specific information campaigns and making documents available for comments and applications, informing people on this possibility with announcements on the City Hall bulletin board, on the Internet, and near the place of realization of the interventions. The results of this process show that basically no opinions against the planned projects in their entirety were noted, with most residents seeing a necessity for improvement of the transportation structure in this area.

### **Other Environmental and Social Aspects**

N/A