

Environmental and Social Data Sheet

Overview

Project Name:	POZNAN TRAM DEPOT
Project Number:	20110143
Country:	Poland
Project Description:	The project consists of the construction of a new tramway depot and maintenance centre in the neighbourhood of Franowo, Poznan. The new depot will have a capacity to accommodate up to 100 trams and will provide all levels of maintenance to the fleet. The new depot will replace an existing depot and maintenance centre and two existing recovery areas.
EIA required:	YES /NO
Project included in Carbon Footprint Exercise ¹ :	YES /NO

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

The construction of a depot and maintenance centre for tramways falls under Annex II of Directive 85/337/EEC as subsequently amended. The Competent Authority, the Regional Director of Environmental Protection in Poznan (RDOS) has decided to screen in the project which was thus subject to a full EIA, including public consultation. The environmental decision was issued on 27th January 2010. The project will not affect, potentially or likely, any Natura 2000 or other habitats areas. Form A has also been provided to the Bank.

The existing depot facilities that are expected to be closed down when the project is completed are currently located in a densely populated area, while the new depot will be in an industrial area close to a main railway line, so that a substantial decrease in the number of receivers of negative environmental externalities is foreseen. The environmental impacts due to the increase of tram circulation engendered by the presence of the depot have been considered within the context of the EIA carried out for the tramway extension to Franowo, which also links to this depot.

The project is not likely to have any significant adverse impacts. The construction of the new facility in the city of Poznan will ensure that rolling stock is properly maintained and recovered, thus delivering a higher quality of public transport service to citizens. By this means, public transport will remain competitive compared to private cars with the associated positive benefits in terms of the environmental and economic sustainability of the city. In addition, the new depot will use advanced technologies that will allow for savings in energy consumption. Therefore, it will have a positive impact both on the population and the environment.

Environmental and Social Assessment

Environmental Assessment

Within the city borders of Poznan the only Natura 2000 site is "Fortifications in Poznan" PLH300005, which offers winter shelters to four species of bats listed in Attachment II of the Habitats Directive 92/43/ECC. The project is located about 1 km from structures that belong to this site. The environmental assessment and the related decision issued by the Competent Authority decision indicate that there are no relevant adverse impacts on any of the species

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.

within above-mentioned Natura 2000 site. Form A was issued by the Competent Authority on 13th February 2012 and already provided to the Bank.

The project will have an impact on the environment both during construction and operation. At construction stage, the project will increase noise levels, and will impact quality of water and air. However, 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 major impacts will be connected with noise, rainwater discharge and the potential risk of pollutant dispersion. For these reasons special mitigation measures have been proposed in order to reduce that influence according to the legal threshold. The new depot will have a positive impact on the public transport network in Poznan city, as it will allow for closing down three old depots and side-tracks in Budzinski Street. This may allow for an improvement of the acoustic climate in those areas. However, the tram traffic volume in the new depot's area will be significantly increased and this may in turn increase noise levels. The EIA for the extension of tram network to Franowo, which connect to this new depot, analysed the cumulative impact concerning noise levels of the new depot and the extended tram line. According to this assessment noise levels in nearby area will be below the permitted level.

The design of the depot was based on principles of energy consumption reduction and energy savings as well as careful handling of water as a resource. Renewable and local raw materials will be used for building. The development of maintenance and repair-friendly structures with high quality services will provide better social conditions for the employees.

EIB Carbon Footprint Exercise

The project is not included - the EIB draft Carbon Footprint Methodologies only include emissions from Investment Loans, and large allocations under Framework Loans, above the methodology thresholds.

Public Consultation and Stakeholder Engagement, where required

Public consultations were carried out within the EIA process between 3rd and 24th December 2009. The announcement about the possibility of filing comments and motions was placed at the announcement board and Internet website of the RDOS in Poznan and the announcement board of the Poznan City Hall. One motion was filed and RDOS took it into consideration in its decision on 27th January 2010.