

Environmental and Social Data Sheet

Overview

Project Name:	POZNAN TRAM III
Project Number:	20160613
Country:	Poland
Project Description:	Renewal of tramway rolling stock, purchase of buses and modernisation of tram, bus depots and tracks
EIA required:	No
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

As the project reduces road traffic, promotes public transport and improves road safety, it helps to achieve the environmental objectives set out in a number of strategic plans including "Strategy for the City of Poznan 2030" and "WIELKOPOLSKA 2020, Updated Development Strategy Of The Wielkopolskie Voivodship by 2020." The latter document has undergone a Strategic Environmental Assessment (SEA).

Poland, as a Member State, is required to follow the relevant EU legislation in relation to the environmental impact of projects (namely SEA, EIA, Habitats/Natura 2000 Directives). The city has a master plan and the projects aligned with the strategic plans of the city („PLAN ZRÓWNOWAŻONEGO ROZWOJU PUBLICZNEGO TRANSPORTU ZBIOROWEGO DLA MIASTA POZNANIA NA LATA 2014 – 2025”). The projects are also in the Multi-Annual Investment Program of the MPK (in document Multi-Annual Investment Program for years 2015-2021, with update for the years 2016-2021).

The project has five main components:

1. Replacement of 110 tram vehicles and modernisation of 4 tram vehicles;
2. Replacement of 95 existing buses in Poznan with modern buses (diesel and electric);
3. Upgrade of an existing bus depot and three existing tram depots in Poznan to enable the depots to effectively handle the new trams;
4. Modernisation of a 3.8 km of light rail on a line used as a tourist attraction;
5. Implementation of a passenger information system and IT software and hardware purchase.

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.

Luxembourg, 24 July 2017

The Promoter has confirmed the status of each component as regards environmental approvals, as shown in the table below.

Project component	Env. Approvals required?	Describe progress on obtaining environmental approvals or state if project has been screened out
Replacement of some of the existing trams in Poznan with modern low flow trams (111 N ^o) and modernisation of trams (4 N ^o)	No	Purchase of new and modernisation of existing tram vehicles does not fall under Annex I or II of the EIA Directive 92/2011/EC as amended
Replacement of some of the existing buses in Poznan with modern buses (95 N ^o)	No	Purchase of replacement buses does not fall under Annex I or II of the EIA Directive 92/2011/EC as amended
Bus depot Kacza	No	Equipment replacement inside the depot facilities does not fall under Annex I or II of the EIA Directive 92/2011/EC as amended
Tram depot Glogowska	No	Equipment replacement inside the depot facilities does not fall under Annex I or II of the EIA Directive 92/2011/EC as amended
Tram depot Forteczna	No	Equipment replacement inside the depot facilities does not fall under Annex I or II of the EIA Directive 92/2011/EC as amended
modernization the light rail Maltanka	No	Renewal of tram tracks (without a change of alignment or track length) does not fall under Annex I or II of the EIA Directive 92/2011/EC as amended

The project itself does not support the decommissioning of the obsolete tram and bus vehicles. However, during the appraisal mission, the disposal process was discussed and the Promoter first extracts any useful components or reuse, before utilising approved specialised companies who conform to prescribed national standards.

Regarding the upgrading of the depots – all activities will take place within existing (and currently utilised) bus or tram depots.

The introduction of new buses is expected to result in reduced emissions, as they will conform with the latest emission standards (Euro 6). The new trams are expected to use more electricity per kilometre due to the higher operating standards (air conditioning, better acceleration, etc.). The trams will also be able to recover energy under braking. The modernised depots will likewise result in an increase in energy consumption because of the new machinery installed and better work environment. Overall, the absolute and relative emissions fall below the relevant thresholds for reporting.

Luxembourg, 24 July 2017

The project is expected to result in positive environmental impacts by making the public transport in Poznan more competitive hence reducing the use of private vehicles and thus the tailpipe pollution in the urban environment.

Social Assessment, where applicable

All components project is expected to have positive long term social impact due to an improved public transport system capable of providing access to most residents including improved access for disabled users. The upgrading of the depots is expected to enable improved maintenance of both the buses and the trams and subsequently the safety and comfort of the users. The improved depots will also enable the Promoter's staff to work in a modern safe environment.

It is noted that all construction and upgrading works at the depots (bus and tram) shall take place within existing facilities already owned by the Promoter, therefore no expropriation or resettlement is foreseen within the project.

Public Consultation and Stakeholder Engagement

This section is not applicable to this project.

Conclusions and Recommendations

The project is expected to have positive environmental impacts. The renewal of the bus and tram fleets will reduce emissions (CO₂, NO_x and particulate matter) – either directly as the new buses comply with latest environmental regulations or indirectly via reduced private vehicle usage.

The project is acceptable for EIB financing in environmental & social terms.