

Environmental and Social Data Sheet

Overview

Project Name:	TRAMWAJE SLASKIE II
Project Number:	20150445
Country:	Poland
Project Description:	Modernisation and extension of tramway network in Silesia Region and renewal of tramway fleet
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

There have been decades of underinvestment in tram transport and therefore a large part of the tram fleet is outdated and most of the infrastructure requires some kind of corrective treatment. The investments are part a long term plan, which aims to gradually renew the tram fleet and infrastructure. The project consists of a total 120.5 km of track modernisation and 4 track extension schemes with a total length of 19.5 km.

The investments are part of an Integrated Plan for Development of Public Transport in the Upper Silesian Conurbation, published in 2004. The investments are also part of the Operation Plan Infrastructure and Environment 2014-2020 which have been subject to a Strategic Environmental Assessment.

The modernisation of tram infrastructure (tracks, track beds, catenaries, station platforms) falls within Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU, as amended by Directive 2014/52/EU, and therefore the Competent Authority has to decide whether an EIA is needed. The Competent Authority decided that for 35 modernisation schemes no EIA is needed because adverse environmental impacts are limited, as the modernisation of tram infrastructure takes place on land that is currently also in use as track bed. For 6 schemes, the screening decisions are still pending. Given the type of works, no environmental issues are expected. For one scheme, the modernisation of the tram tracks in Mariacka and Zeromskiego streets in Sosnowiec (scheme 2.3), the Competent Authority issued an screening-in decision due to proximity of noise sensitive buildings. After completion of the EIA for this scheme in 2013, an environmental permit was granted in March 2014.

The track extension schemes also fall within Annex II of Directive 2011/92/EU and therefore need a screening decision from the Competent Authority.

- For one scheme, a 1 km long new tram track along the Grundmanna street in Katowice, the Competent Authority issued a screening out decision given the short length and the location of the new track inside an existing road corridor.
- For two schemes, a 7.1 km long tram track in the district of Zagórze and a 900 meter bypass in Bytom, the Competent Authority decided that an EIA was required and the Environmental Impact Study (EIS) has been completed and published. For the scheme in

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, 20 November 2017

Zagórze, the Authority issued an environmental permit in 2012, for the scheme in Bytom, - on 3rd October 2017.

- For the one remaining scheme, a 10.5 km long new tram track south of Katowice towards Kostuchna terminus the EIA process is ongoing. The EIS is expected in April 2018.

The construction and modernisation of rolling stock will take place in the manufacturers' plants and at the promoter's depot in Chorzow respectively and does not fall within the scope of the EU Directive 2011/92/EC as subsequently amended. Dismissed vehicles are due to be scrapped, recovering and recycling some usable components, according to the relevant environmental legislation.

The project has no impact on Natura 2000 areas. This was confirmed in letters issued by the Regional Director for Environmental Protection. The nearest Natura 2000 area is the Podziemia Tarnogórsko-Bytomskie area (PLH240003) and the Lipienniki in Dąbrowa Górnicza area (PLH240037), which are around 1 km away from track modernisation sections and more than 5 km away from any of the track extensions.

The project, as part of a wider public transport investment program of the regional transport authority (KZKGOP), is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport. Some additional positive impacts will derive from the operation of new vehicles with better environmental performances. In addition, the investments will reduce the growth of car traffic and therefore the negative externalities that are associated with individual car transport such as land take, noise nuisance, traffic injuries and fatalities, pollution, high fuel consumption and carbon emission.

Public Consultation and Stakeholder Engagement

Public consultation has taken place as part of the EIA procedures. For the new tram track south of Katowice towards Kostuchna terminus, for which EIA process is still ongoing, there was a public consultation in 2015 on the various alternative route options and further consultation is expected in the beginning of 2018 after publication of the EIS.

Conclusions and Recommendations

The investments are part a long term plan, which aims to gradually renew the tram fleet and infrastructure. The project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport and reduce the growth of car traffic.

The Competent Authority decided that for almost all of the modernisation schemes, no EIA is needed. Adverse environmental impacts are limited, as the modernisation of tram infrastructure takes place on land that is currently also in use as track bed. For few schemes the screening decision is still pending. For only one of the modernisation schemes, the Competent Authority decided that an EIA was required and after completion of the EIA an environmental permit was issued.

The Competent Authority also screened out one of the four track extension schemes, due to its small size and location. For two track extension schemes, an EIS has been completed and for one scheme, an extension of the tram infrastructure in the south of Katowice towards Kostuchna terminus, the EIS is still pending.

For the six track modernisation schemes for which the screening decision is still pending, and for the track extension towards Kostuchna terminus for which the EIS is still pending, finance will be subject to receipt of the environmental permits, and if screened-in the EIS, to the satisfaction of the Bank.

Under conditions indicated above, the project is acceptable for EIB financing in environmental and social terms.