

Environmental and Social Data Sheet

Overview

Project Name:	WROCLAW TRAMWAY
Project Number:	20160991
Country:	Poland
Project Description:	Procurement of new trams, modernisation of existing trams and modernisation of rectifier stations in the City of Wrocław.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	yes

Environmental and Social Assessment

Environmental Assessment

The project consists of the procurement of 132 trams, overhaul/modernisation of 74 trams and modernisation of 4 rectifier stations in Wrocław. Some of the new trams will replace obsolete trams that are currently in use but are at the end of their physical life. The new trams will be deployed on all parts of the tram network in Wrocław, including some new tracks². These tracks are primarily extensions of existing lines. The project will also renew and modernise 4 existing rectifier stations for the tram network, as these are deemed to be past their economic life. The Promoter has indicated that there is no need for additional depot facilities due to the purchase of the trams as there is sufficient capacity at existing depots.

The project contributes to the implementation of the city's development strategy (Strategy - Wrocław 2030), which was adopted by Resolution No. LI / 1193/18 of the City Council of Wrocław on February 15, 2018. This strategy has been the subject of a Strategic Environmental Impact Assessment (SEA), during which a public consultation was conducted in Summer of 2017. The project also contributes to the implementation of the city's public transport plan (November 2016), which was not subject to a Strategic Environmental Assessment.

The project does not fall under Annex I or Annex II of Directive 2011/92/EU (the Environmental Impact Assessment Directive) amended by Directive 2014/52/EU, which is not applicable to manufacturing of rolling stock or renewal of rectifier stations. Therefore, no Environmental Impact Assessment is required for the project.

Overall, the project is expected to have a positive environmental impact. The new trams will enable the Promoter (MPK) to provide a higher level of service in terms of passenger comfort, vehicle reliability and better access for passengers with reduced mobility. The main benefits

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 20,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

² See the Environmental and Social Datasheet for the operation *WROCLAW URBAN TRANSPORT UPGRADE* (Project Number: 2020-0637)

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are expected to be the improved attractiveness of public transport, which in turn will support a modal shift to public transport, subsequently reducing the detrimental impacts of private vehicle usage.

The new trams will be more energy efficient than the trams and buses they are replacing. The new trams will have energy recovery from braking and lower operating noise levels. However, at the same time the new trams will have additional features that increase energy consumption such as air-conditioning.

Qualified private sector companies will undertake the modernisation of the trams and power stations. These companies are expected to follow Polish law on waste management of 2012, which transposes the Waste Framework Directive (2008/98/EC) into Polish law.

Given the nature of the project, no impacts on Natura 2000 or other protected sites are expected.

Finally, the Promoter will use firms that are certified to dispose of the obsolete trams that will be replaced. The Bank will request, after project completion, information from the Promoter on the disposal of the obsolete trams to verify compliance with waste management standards.

EIB Carbon Footprint Exercise

Estimated annual emissions of project in a standard year of operation is 22.6 kilotons of CO₂ equivalent per year, while net forecast emissions savings are about 4.8 kilotons of CO₂ equivalent per year.

The project boundaries are as follows: the base case includes the services provided by existing tram services for which the rolling stock is being renewed or modernised, plus some private car and bus transport that is assumed to be replaced by new tram services; the project case includes the services of the new and modernised trams.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Conclusions and Recommendations

The project is expected to have a positive environmental impact. It will support the City's sustainable transport policy by making trams more attractive to users. This, together with other measures (which are not part of this project), should help the City achieve its objectives of increased public transport utilisation.

When compared to a "do-nothing" baseline situation, the purchase of additional trams and overhaul of existing trams will have a positive impact in terms of modal shift, energy utilisation, energy efficiency, air and noise pollution and CO₂ emissions.

At project completion, the Promoter will inform the Bank on the disposal of the obsolete trams and provide the relevant scrapping certificate(s), in line with EU and national regulation and industry best practice.

Considering the above, the project is acceptable for EIB financing in environmental and social terms.