

Environmental and Social Data Sheet

Overview

Project Name:	KRAKOW TRAMWAY PPP
Project Number:	2017 0691
Country:	Poland
Project Description:	Construction of a new tramline with a total length of ca. 4.5 km in the City of Krakow.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project scope consists of the construction of new section of tramline of about 4.5 km. The project will also construct 9 pairs of standard length tram stops, 6 reduced length stops, 500 m tram tunnel, expansion of the terminus and reconstruction of approximately 10 km of affected adjacent roads.

A Strategic Environmental Assessment has also been undertaken for the project.

- *Compliance with applicable Environmental Legislation:* The project, a tramway line falls under the scope of annex II of the EIA directive. In January 2015 the project Promoter produced and investment fiche which was used to apply for an environmental permit. The competent authority (President of Krakow) begun a review of the project in July 2015 and on 12 February 2016 the screening decision was issued for the project (WS-04.6220.55.2015.RJ) with the project being screened-in. Subsequently a full Environmental Impact Assessment (EIA) was undertaken and submitted in March 2016. Following review by the authorities, the EIA was amended and resubmitted with addenda in June and July 2016. The resubmitted EIA was the basis for the 21-day public consultation, which begun on 18 July 2016. The EIA was approved by RDOS on 24 January (OO.4242.49.2016.JP) and an environmental decision issued on 24 May 2017.

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.

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- *Natura 2000 and Biodiversity:* The project is not likely to have significant impacts on any Natura 2000 area, hence the Bank does not require a Form A for this project. Łąki Nowohuckie (PLH120065) is the closest Natura 2000 area, and is located approximately 4 km away from the project. Other sites in the vicinity are Skawiński Obszar Łąkowy (PLH120079) – approx 8 km, Dębnicko-Tyniecki Obszar Łąkowy (PLH120065) – approx 10 km, Dolina Prądnika (PLH120004) – approx 10 km and Dolinki Jurajskie (PLH120005) – approx 12 km. The line mainly runs through an urban environment along existing road corridors and will have a 500 m long tunnel section.
- *Impacts during construction:* The main impacts will be temporary (dust, noise and emissions). In particular, the tunnel construction will lead to increased noise during the excavation and haulage of the spoil. The Promoter is expected to ensure compliance with legislation. The details of the construction methods are yet to be confirmed as these will be developed by the concessionaire as part of the bidding process.
- *During the operational phase:* The impacts of the tramline on the overall noise level of traffic are expected to be low as the tramline will replace a number of bus routes along a major corridor in the City. Further, by replacing old diesel buses, the tramline is expected improve the air quality of public transport and improve road safety. The stops in the tunnel (and all stations) will have access for persons with disabilities. The EIA also reviewed the safety measures including fire prevention, evacuation, flood prevention and general safety (lighting in the tunnels etc).
- *Climate change mitigation:* The project is enhancing the public transport system in Krakow, improving the quality of public transport service in terms of speed, comfort and reliability and thus increasing its attractiveness to users in the urban area, contributing to the reduction of reliance on private cars and the related negative impact on environment, and consequently to tackling climate change.

A Supplemental EIA will be elaborated after the design, and before the construction permit application. The SEIA is a standard requirement for these type of projects and is issued based on detailed construction plans. It focuses on the impacts of the construction activities. The SEIA decisions and construction permit (ZRID) will be reviewed by the Bank at the Stage II appraisal and will be conditional for disbursement of the loan.

The project has limited social impacts as the trajectory of the tram lies within existing road corridors. The tunnel also primarily goes underneath a roundabout as Pilska. The key items at risk are the utilities under the road that may be affected during construction. However, this risk is small as the Promoter is conversant with utility diversion being also responsible for the roads in Krakow.

Public Consultation and Stakeholder Engagement

- *Public Consultation:* Public Consultation was carried out as part of the EIA procedures. One issue raised during the consultation was the temporary use of land during construction which had been misinterpreted as land acquisition. Further, the input from the public consultation has had a bearing on the project design.

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Conclusions and Recommendations

- The project will mainly run through a consolidated urban environment and therefore social and environmental impacts will be limited and minimized during construction and operation through a comprehensive environmental management plan.
- Though there are a number of Natura 2000 sites in the vicinity of the project, these are all located more than 5 km from the project and will not be affected by the project.
- An environmental permit has been issued for the project by the competent authority following an EIA process.
- So far, the project procedures comply with applicable EU and Polish social and environmental legislation. The Bank will request the Borrower to submit a copy of the SEIA and construction permit (ZRID) decisions prior to the loan disbursement.
- The Promoter shall provide a written confirmation from the competent authority that the project will have no impact on Natura 2000, before the first disbursement.
- Under these circumstances and once conditions are met, the project is considered to be acceptable for Bank financing from an environmental and social perspective.