

Environmental and Social Data Sheet

Overview

Project Name:	Warsaw Bus Fleet Renewal
Project Number:	2017-0721
Country:	Poland
Project Description:	<ul style="list-style-type: none">(i) the acquisition of approximately 130 electric, zero emission, low floor, articulated buses as well as up to 270 low emission CNG gas buses(ii) the construction of a centrally located bus depot with 280 bus parking spaces and facilities for electric buses, and(iii) ancillary infrastructure and rapid charging stations
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project consists of three main components leading to a substantial replacement of the existing, obsolete diesel fleet to zero or low emission vehicles:

- (i) the acquisition of approximately 130 low floor, zero emission, articulated buses as well as up to 270 low emission, CNG gas buses.
- (ii) the construction of a centrally located bus depot with 280 bus parking spaces, and
- (iii) ancillary infrastructure and rapid charging stations, which will be placed at the end point of bus lines on land owned by entities of the City of Warsaw

The project is compliant with the Mazowieckie Region Development Strategy by 2030; the City of Warsaw Development Strategy by 2020, as well as the planned #Warszawa2030 strategy. The project will implement the first phase of a long term bus replacement plan for the City of Warsaw aiming at annually acquiring 80 new, environmentally friendly buses.

The purchase of new buses falls outside the scope of the EIA Directive. Also the ancillary infrastructure and rapid charging stations, as well as some associated investments such as gas filling stations are expected to fall outside the scope of the EIA Directive, given their size and limited environmental impacts. The obsolete buses will be used for spare parts for other vehicles after phasing them out, or they will be sold to other transportation companies or to

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.

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facilities, which will scrap them in accordance to relevant regulations and environmental standards.

The depot falls under annex II of the EIA Directive, has been screened in by the competent authority in November 2017. The EIA study has been completed in March 2018 and has been submitted to the Competent Authority for approval. The final approval of the EIA and environmental permit must be presented to the Bank prior to disbursing funds to finance the depot construction. The new depot will be built on the site of an obsolete depot and is located optimally as the relevant bus lines are in close proximity of the site. The main environmental impacts are:

- During construction potential groundwater contamination, mitigated by pre-treatment of any contaminated water before discharging thereof and temporary drenching. During operation potential contamination with petroleum substances will be mitigated by establishment of gullies and separators for these substances.
- During the construction period, there will be noise generated by the use of construction equipment, and this will be mitigated by limiting this kind of work to day hours only. During operation, noise will be generated by buses and other vehicles, which will however be mitigated by a fence which will function as an acoustic screen around the depot.

The project is not expected to have any impact on Natura 2000 areas, as the depot is located in an industrial urban area, far from any protected conservation area.

The project will improve public transport service quality, reliability, safety and efficiency, and help maintain and possibly enhance the share of public transport. It will contribute to reducing the use of private vehicles and the associated negative impacts on the local environment, as well as reducing the GHG emissions and noise. It is expected to have a significant positive impact on decreasing air pollution in the central parts of Warsaw City, specifically because the central Royal Route, where air pollution is particularly problematic, will be fully serviced by electric buses. It will thereby contribute to the sustainable transport in line with EU objectives and contribute to the Bank's Climate Action objective and will comply with the Lending Policy for Transport (Decision CA/452/11).

Social Assessment

The project is expected to have positive long term social impact due to an improved public transport system. As the new buses are low floor, they will increase the accessibility of public transport for disabled users. The upgrading of the depot is expected to enable effective maintenance of the new fleet of the buses and subsequently the safety and comfort of the users. The new depot will also enable the Promoter's staff to work in a modern and safe environment. It is noted that the construction of the new depots shall take place on the site of a decommissioned depot owned by the Promoter and it will therefore not lead to any resettlement.

Conclusions and Recommendations

The project will have positive environmental impacts. The renewal of the bus fleet will reduce the emissions (CO₂, NO_x and particular matter) directly as the new buses comply with and surpass the latest environmental regulations and also by limiting the use of private cars through better service quality.

The final approval of the EIA and environmental permit must be presented to the Bank prior to disbursing funds to finance the depot construction.

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