

**Public**

## **Environmental and Social Data Sheet**

### **Overview**

Project Name:	Modernisation of tram tracks in Kosice (FL 201440465)
Project Number:	2018-0412
Country:	Slovak Republic
Project Description:	The project consists of the design, construction and commissioning of the renewal and modernization of the tracks and catenary infrastructure of the double tram lines of a total length of 7.9 km and upgrading of crossings and turning terminals in the city of Kosice.
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### **Environmental and Social Assessment**

#### **Environmental Assessment**

This project is part of a comprehensive investment program to rehabilitate and improve the public transport service in the City Of Kosice, and which includes the tram track renewals

This project consists of modernisation of existing tram tracks and catenaries in the City of Kosice which have been degraded over the recent decades due to lack of investments in both rolling stock and infrastructure. As a consequence of the degraded quality of the service and increasing car ownership rates, the number of passengers in the tram has fallen substantially, and this decline is expected to continue if the service is not improved significantly.

The project is in line with the National Transport Plan approved by the Slovak Government and it is also identified as one of the main priorities of the Kosice City Transport Masterplan of 2016. Both plans have been subject to an SEA and both documents have been made publicly available.

The project falls under Annex II of the EIA Directive.

The Competent Authority did not see any possible negative impacts on the environment and the public health. No authority or member of the public concerned requested that the project should follow the full EIA process. Consequently, the EIA screening was done in 2015 and the Competent Authority screened out the project.

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Luxembourg, 22<sup>nd</sup> of July, 2021

The compliance of the project with environmental legislation was further verified and confirmed during the building permit procedure.

The project has been implemented in the period 2016- 2018. The re-construction of tram tracks has taken place outside the Historical City Centre and within existing road corridors, and the surrounding urban environment is deemed not particularly environmental sensitive. Mitigation measures have been set during the multistage development consent procedure that can be summarised as follows: noise barriers, vibration adjustments.

The contractors chosen had suitable experience in construction in urban areas, and ongoing monitoring of environmental impacts was undertaken. During the construction phase, a replacement bus service was secured for the passengers.

It is expected that the project in combination with the above mentioned wider investment program will significantly improve the service provided to the passengers and improve the efficiency of the operation and will result in:

- increasing number of passengers travelling by public transport;
- an improvement of the reliability of operations;
- an improvement of tram accessibility due to the construction of new stops;
- an improvement of energy efficiency of operation due to modernization of power substations;
- a reduction of impacts of tram traffic on the surrounding environment (noise, vibrations, environmental aspects);
- support for the mobility of persons with reduced mobility;

Rehabilitation of tram tracks and catenaries have in general low environmental impacts, as works are minor and completed within the footprint of existing urban streets. The environmental effects are aside from the construction work themselves positive with less noise and vibration aside from the improvement of the service and reliability of the system.

Also in this case, there are no particular environmental impact concerns. The project is not expected to affect any protected areas, respectively their protection zones, as the project consists of tram infrastructure within existing streets and urban zones. There are no declared or proposed large-scale and small-scale protected areas or territories of European network of protected areas NATURA 2000 in the vicinity (the closest site is 3 km far).

A climate change adaptation vulnerability and risk assessment was conducted and concluded that the extreme weather considerations foreseen at the project design and the proposed measures for the project operation stage ensure adequate project resilience, minimising related risks.

## **Conclusions and Recommendations**

The project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport in a congested urban area. The renewal of the tram infrastructure will contribute to reduced noise and pollution by encouraging a shift to public transport use. In addition, the investment will have the capacity to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or increase public transport share.

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