

Luxembourg, 22 July 2019

Public

Environmental and Social Data Sheet

Overview

Project Name: MODERNIZATION OF TRAM TRACKS IN SZCZECIN
 Project Number: 20190383
 Country: Poland
 Project Description: *This project comprises almost 13 km of tramway track sections to be reconstructed across the entire city of Szczecin as well as the refurbishment of the Golecin tram depot and three substations (Kolumba, Chmielewskiego and Kaszubska).*

EIA required: no

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

Environmental Assessment

The project entails reconstruction of tram tracks together with overhead contact lines, rebuilding a tram depot Golecin, as well as construction and reconstruction of several substations.

The investments to be financed are part of the Operational Plan for Infrastructure and Environment (OPIE) 2014-2020 and the West Pomeranian Regional Development Strategy 2020 which undergone SEA, in compliance with EU SEA Directive 2001/42.

The components fall under Annex II of the EIA Directive 2014/52/EU amending Directive 2011/92/EU. The Regional Environmental Protection Directorate (RDOS) in Szczecin issued a screening-out decision in 30 November 2017 confirming that the project will not have significant impacts on the environment and therefore a full EIA was not required (Ref. WONS-OS.4237.2.2017.AC.7). The screening out decision followed the criteria set out in Annex III of the abovementioned Directive.

The nearest Natura 2000 sites, namely PLB320003 and PLH320037, are located 500 meters and further from the project area. The competent authority has confirmed that the project will not have significant impacts on these sites. The mitigation measures envisaged in the screening out decision include carrying out inventory trees in the vicinity of these areas in order to ensure their conservation.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

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At implementation stage, demolition and construction works will be performed and the project will increase noise levels and will impact water and air quality. Special mitigation measures have been proposed in the screening-out decision in order to reduce this impact, consisting in appropriate organisation of works and the use of modern, technically operative equipment with low noise emissions and other best construction practices. The project's impact at the construction stage will be short-lived and reversible and the proposed mitigation measures are deemed acceptable.

At operation stage, the modernisation of existing tramway infrastructure will result in positive impact on the environment, reducing noise, vibration and pollutants to the air as well as uncontrolled emission of pollutants to the land and water environment. The use of vibro-insulating mats or vibro-acoustic rail pads will contribute to the Noise Environmental Protection Programme of the City of Szczecin 2016-2021 by enabling the reduction of noise in the City, as stated in the screening-out decision. The project, as part of a wider public transport investment program, is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport and reducing private car usage.

The feasibility study included a Climate change adaptation vulnerability and risk analysis. The relevant risks for the region included strong winds, intensive rainfall, extremely low and high temperatures, fog and extreme precipitation. None of identified risks has been ranked as very high and high. The risk of strong winds during the project operational phase and heavy precipitation (both rain and snow) was rated medium. The following mitigation measures have been identified and integrated into the project design: felling trees to reduce the risks of damage during periods of strong winds, the use of high quality road surface materials, which will be resistant to low temperatures and agents (saline solutions) to be used during winter maintenance works. Drainage system design will also take into account the event of increased precipitation.

Social Assessment, where applicable

Due to the nature and location of the project, the project does not trigger any of the Bank's social standards.

Public Consultation and Stakeholder Engagement

As the project was screened out, no public consultation was required. The Promoter has not indicated that there are any ongoing complaints or ongoing appeals to the investments to be financed.

Conclusions and Recommendations

As indicated above, the project will not have significant impacts on the environment both during implementation and operation and the proposed mitigation measures are deemed acceptable. At operation stage, the modernisation of existing tracks will result in positive impact on the environment. The investments to be financed are therefore acceptable for EIB financing in E&S terms.