

## Environmental and Social Data Sheet

### Overview

Project Name:	WARSAW TRAMWAY II
Project Number:	2015-0081
Country:	POLAND
Project Description:	Construction of new tramway lines in the city of Warsaw and purchase of tramway rolling stock
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

The Project concerns a framework loan to finance parts of the 2014-2020 strategic investment plan of Tramwaje Warszawskie Sp.z o.o. (Warsaw Trams), the City Tram Company. The Project consists of several schemes that are extending, modernising and improving the quality of the Warsaw tramway network and services, including some lines extensions and rehabilitation. Furthermore, the project includes the acquisition of 123 new trams, replacing old ones and expanding the existing fleet to serve the new extensions and increase the level of service. Finally the Project includes a new depot, to serve the new rolling stock. The schemes are part of the Cities Sustainable Transport strategy, which has been subject to an SEA.

The Polish EIA law, which is fully compliant with EU Directives now in force, entered into force in November 2008 (Act on Providing Information on the Environment and Environmental Protection, Public Participation in Environmental Protection and on Environmental Impact Assessment). According to the Act, for most urban projects the Mayor of the City is the Competent Authority. The construction and modernisation of tram infrastructure including the depot extension fall under Annex II of the EIA Directive 2011/92/EU and hence require a screening decision from the Competent Authority.

The table below gives an overview of the environmental process for all schemes. For some schemes, consisting of modernisation of existing tracks, the competent authority has issued a screening out decision.

For some schemes, consisting of modernisation of existing tracks, the competent authority has issued a screening out decision. Most of the new construction schemes and the new depot has been screened in by the Competent Authority. Schemes 1, 2 and 3 have concluded the environmental process and obtained the environmental permit while for some other schemes the EIA process is still ongoing. For schemes 14 and 15, the environmental process has not yet started, as implementation is expected to be started in 2020 only.

As usual with framework loans, finance for the schemes is subject to an allocation decision of the Bank. The promoter undertakes to obtain and send to the Bank, the screening decision, and if screened in, the NTS of the EIA before its requests allocation of any scheme under this

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

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framework loan. Scheme 1, 2, 3 and 5 have been approved for allocation at the time of the framework loan approval.

The competent authority for Natura 2000 areas is the corresponding “Voivodship’s” Regional Director for Environmental Protection. The schemes are all located in the urban environment. The closest Natura 2000 area is the Vistula River which runs through Warsaw. It is not expected that any of the schemes will have an impact on nature conservation areas. The Project promoter has obtained for four schemes confirmation from the competent authority that no nature conservation area is likely to be affected. The promoter undertakes to obtain and send to the Bank the remaining Natura 2000 declarations, and if applicable, any other relevant environmental under Habitats and Birds Directives, before requesting allocation of any of the schemes.

	EIA needed	EIA/NTS available (est. approval date)	Natura 2000 declaration
<b>Scheme 1</b> Construction of the tram line at Tarchomin, section Nowodwory – Lesna Polanka street	yes	yes (2013.05.24)	2010.08.06
<b>Scheme 2</b> Construction of the tram line in Kasprzaka – Wolska streets	yes	yes (2016.06.30)	2016.07.30
<b>Scheme 3</b> Construction of the tram line at Tarchomin, section Lesna Polanka – Winnica	yes	yes (2013.05.24)	2010.08.06
<b>Scheme 4</b> Construction of the tram line from Waszyngtona avenue to Goclaw	yes	not yet (2016.12.14)	not yet
<b>Scheme 5</b> Modernisation of the tram line in Obozowa street	no	N/A	2013.05.23
<b>Scheme 6</b> Construction of a tram line in Wilanowska street between Woloska street and Metro Wilanowska station (Poludniowy Station)	yes	not yet (2017.10.12)	not yet
<b>Scheme 7</b> Modernisation of the tram line in Jagiellonska street, section Zeran – Starzynskiego street	no	N/A	not yet
<b>Scheme 8</b> Modernisation of the tram line in Kijowska street, section Markowska street – Kaweczynska street	yes	not yet (01.02.2017)	not yet
<b>Scheme 9</b> Modernisation of the tram line in Grochowska street, section Zieleniecka street – Wiatraczna roundabout	no	N/A	not yet
<b>Scheme 10</b> Modernisation of the tram line in Grochowska street, section Wiatraczna roundabout – Goclawek	no	N/A	not yet
<b>Scheme 11</b> Modernisation of the tram line in Waszyngtona avenue, section Waszyngtona roundabout – Wiatraczna roundabout	no	N/A	not yet
<b>Scheme 12</b> Modernisation of the City Centre by-pass tram line, section Zawiszy square – Zaba roundabout	no	N/A	not yet
<b>Scheme 13</b> Construction of tram line from Zachodni railway station to Wilanow, sections Zachodni railway station – Grojecka street and Rakowiecka street – Branickiego, and construction the Annopol depot	yes	not yet (2016.12.14)	not yet
<b>Scheme 14</b> Construction of a tram line from Zachodni railway station to Wilanow, section Banacha street – Rakowiecka street	TBD	TBD	not yet
<b>Scheme 15</b> Construction of a tram line from Zachodni railway station to Kasprzaka street	TBD	TBD	not yet
<b>Scheme 16</b> Purchase of 123 tram units	no	N/A	Not needed

The Project will have limited impacts on the environment both during construction and operation, given that the Project consists largely out of construction of rail tracks in existing road corridors. The depot (included under scheme 13) is constructed on a currently unused area adjacent to an industrial area that was reserved for this purpose. There will be some impact during construction on noise levels and traffic circulation. During operation, the impacts will largely be positive as the new tramway services will take away private cars from the road and reduce urban congestion.

## Conclusions and Recommendations

For most of the schemes the environmental process has started. Three schemes have completed the environmental process and obtained the permit. For some other schemes the environmental process is still ongoing and finance for these schemes will therefore be subject to satisfactory completion of the process before allocation of the schemes under the framework loan. The same is valid for two schemes for which the environmental process has not yet started, as implementation is expected to be started in 2020 only.



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The schemes are all located in the urban environment and it is not expected that the project has any impact on Natura 2000 areas. The project promoter has obtained confirmation from the Competent Authority for four of the schemes and similar confirmations are expected for the remaining infrastructure schemes.

The overall environmental and social impact of the framework loan is positive, with improved environment and quality of life for the citizens. Furthermore, the Project is expected to contribute to climate change adaptation.

The institutional capacity of the promoter to manage the environmental and social issues is deemed good and, subject to the conditions described above, the Project is acceptable for the Bank in environmental and social terms.