

Public

Environmental and Social Data Sheet

Overview

Project Name:	WIELKOPOLSKA REGIONAL DEVELOPMENT
Project Number:	20200197
Country:	Poland
Project Description:	The project consists of a framework loan to co-finance a multi-sector investment programme for the Region of Wielkopolska, Poland.
EIA required:	This is a multi-scheme operation. Some of the schemes may require an EIA under Annex I or II of the EIA Directive
Project included in Carbon Footprint Exercise ¹ :	no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The operation, structured as a Framework Loan, will support schemes from the regional investment programme to improve transport mobility in the region, increase the energy efficiency of public buildings and support the Wielkopolska region's response to the COVID-19 pandemic.

The Wielkopolska Regional Development Strategy 2030 ("the Strategy") is the current planning document for the region. The Strategy was subject to Strategic Environmental Assessment (SEA) in accordance with the Polish environmental impact assessment (EIA) Act of 3 October 2008 on the provision of information on the environment and its protection, public participation in environmental protection and environmental impact assessments (Journal of Laws 2018.2081, as amended). The SEA, entitled: Environmental Impact Forecast of the Wielkopolska Strategy 2030 ("the Strategy SEA"), was issued and adopted by Wielkopolska Region in January 2020.

The Strategy is a continuation of the Region's development policy, taking into account sustainable development and considering changes in the external environment (external and internal policies) and in the assessment of the regional potential. The Strategy also considers

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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other relevant strategy and planning documents including the Local Zoning Plan by 2030, the Transport Plan for Wielkopolska to 2020 (and looking forward to 2030) and Sustainable Development Public Transport Plan for the Wielkopolska Region (2015). SEAs were undertaken on these planning documents.

In view of further development of the region, and in order to improve the quality of life of the inhabitants, the Strategy SEA recognises the importance of planning investments to take into account the natural environment and respect the need for environmental protection. One of the key objectives of the Wielkopolska Strategy is infrastructure development respecting the natural environmental environment of the Wielkopolska region with the following key lines of intervention:

- Increasing and protecting water resources and improving their quality,
- Improving air quality,
- Improving the functioning of waste management;
- Protecting biodiversity and landscapes, including forest resources and ensuring the sustainability and continuity of the natural system,
- Improving the environment for agriculture;
- To develop environmental awareness and to shape the attitudes of the green society.

In relation to climate change, the Strategy SEA considers climate mitigation, adaptation and disaster risk management as specific objectives. In relation to climate adaptation, the Strategy SEA references the Strategic Adaptation Plan for sectors and areas sensitive to climate change by 2020 with a view to 2030 (SAP 2020).

The Strategy does not specify the description of activities for potential investments. It refers to certain activities within the framework of which specific investments may be made. The Strategy presents an overview of actions referring to which forms of nature protection may present a potential risk. Potential investments are at different levels of maturity; some of them have already received environmental consent decisions, while others have no project yet defined and their locations are approximate. Detailed environmental impact assessment (EIA) will be carried out at the stage of building permits (as required) in compliance with the EIA Directive.

Schemes financed under this operation will be mainly of small size (project cost less than EUR 25 million) and not expected to have significant negative environmental or social impacts. However, some schemes could have limited temporary environmental impacts during the construction phase. Environmental impacts during construction may come from increased local traffic through traffic-related air pollution, exhaust gas and noise emissions, and generation of construction and demolition noise, waste and vibration.

Thus, the construction of certain schemes may have impacts on air, water, soil, flora, fauna, landscape, cultural and historic monuments, archaeological, geological sites, carbon and climate change. These direct impacts shall be mitigated by adhering to good industry practice, following environmental management and conservation plans, and by carrying out the recommendations of the relevant competent authority. Depending on the type, characteristics and size of schemes, EIA may be required. For rail rolling stock acquisition, the provisions for redeploying and/or scrapping replaced trains to be reviewed at allocation stage.

Thermo modernisation of public buildings will generate a number of positive effects, including energy savings due to insulation of walls and roofs, changing windows, improvement of lighting systems and other energy efficiency measures.

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Social Assessment, where applicable

The project is expected to bring a number of positive social impacts, including the increase in the quality of public services available to the inhabitants as a result of the refurbishment and modernisation of transport infrastructure, public buildings and health facilities. Sustainable mobility schemes may contribute to modal shift from road to public transport. Furthermore, road infrastructure schemes may be targeted to improve road safety and reduce road accidents in the concerned areas. The individual schemes shall comply with relevant European Directives related to health and safety at workplaces, temporary construction sites, and also road safety audits.

Public Consultation and Stakeholder Engagement

The Wielkopolska Strategy 2030 and its SEA² were subject to comprehensive and extensive public consultations. Individual schemes may be subject to public consultation in line with EU environmental laws.

Other Environmental and Social Aspects

The SEA for the Wielkopolska Strategy 2030 identifies a system of indicators for monitoring the environment. Indicators cover the observation of changes in environmental departments, environmental protection measures, changes in protected areas and the advancement of infrastructure actions and for sustainable development. Frequency of monitoring is typically every year and collected by responsible entities of the Wielkopolska Region.

Conclusions and Recommendations

The Promoter (Wielkopolska region) will be required to act according to the provisions of the relevant EU Directives, including SEA (2001/42/EC), EIA (2014/52/EU amending 2011/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives and Water Framework Directive (2000/60/EC) as transposed into national law.

Prior to allocation of EIB funds against any specific scheme, the Promoter is to provide to the Bank the confirmation that schemes comply with relevant provisions of the environmental EU Directives. In addition, the Promoter will be requested to deliver the EIAs (if applicable) to the Bank before the use of Bank funds.

For schemes triggering Art. 4.7 of the Water Framework Directive (WFD), or Article 6 of the Habitats Directive, the Promoter has to provide evidence of the compliance with the relevant Directive before the Bank funds are allocated.

The overall institutional capacity of the Promoter is deemed satisfactory since it has established solid procedures to manage environmental and social issues. Therefore, given the type of operation, and subject to the conditions mentioned above, the Project is acceptable to the Bank in environmental and social terms.

² Available at: https://bip.umww.pl/artykuly/2826147/pliki/20200703150636_prognozastrategia203020.01.2020.pdf (accessed August 2020)