

Environmental and Social Data Sheet

Overview

Project Name:	RADOM SUSTAINABLE DEVELOPMENT
Project Number:	2020-0191
Country:	Poland
Project Description:	Financing of Radom's Multi-sector Investment Plan for the years 2020-2023
EIA required:	Some schemes likely to require an EIA under Annex II of the EIA Directive.

Project included in Carbon Footprint Exercise¹: No

Environmental and Social Assessment

Environmental Assessment

The project, structured as a Framework Loan, will finance investment schemes from the Multi-sector Investment Plan (2020-2023) of the city of Radom, focusing mostly on sustainable urban transport schemes supplemented by urban development schemes (regeneration and revitalisation), and cope as well with urgencies related to the COVID-19 pandemic.

Compliance with applicable Environmental Legislation

The Promoter - the City of Radom - is obliged 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. The compliance with EU legislation is also included in the project undertakings and will be verified at allocation stage.

The project is well embedded in “Radom Development Strategy 2030”, the main planning instrument setting the conditions for the growth of the City. The majority of the investment schemes, specifically those concerning sustainable urban transport and energy efficiency renovations of public buildings, are also included in the “Plan for low-carbon economy for the city of Radom” (adopted in 2015), co-financed by the EU. The “Plan for low-carbon economy for the city of Radom” has gone through a Strategic Environmental Assessment (SEA) process (adopted in 2015), in compliance with EU SEA Directive 2001/42.

The project is also consistent with the City’s “Plan for Climate Adaptation 2030”, shaping its future policy for the adaptation to climate changes i.e. reducing its vulnerability to extreme events and enhancing its capacity to deal with the effects of these phenomena and their side-

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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effect. The Adaptation Plan focuses on four most sensitive sectors/areas: public health/vulnerable groups, town planning, water management and transport. The Adaptation Plan was also subject to Strategic Environmental Assessment (SEA) process (adopted in 2018).

None of the schemes included in the pipeline falls under Annex I of EIA Directive 2014/52/EU amending Directive 2011/92/EU. Some of the schemes though may fall under Annex II of EIA Directive. Should any scheme under this framework loan fall under Annex II and be “screened in” by the Competent Authority, the Promoter shall deliver the Non-technical Summary of the EIA, or the full EIA report to the Bank, if applicable, before the Bank funds are allocated. The Bank will also require the Promoter to make the Non-Technical Summary (NTS) of the EIA available to the public through publication on its website and for reporting to the EIB. One such scheme is the reconstruction of a viaduct at Zeromskiego Street, over the railway tracks for which the EIA process is currently close to the end and the respective decision is expected before the end of 2020. For schemes falling under Annex II and “screened out” by the Competent Authority based on Annex III criteria, the Promoter shall deliver a copy of the respective decision, before the Bank funds are allocated.

For any scheme with a significant or likely effect on the environment, the Competent Authority is the Regional Director for Environmental Protection in the Mazovian Region. The Mayor of the City Radom is responsible for smaller projects, falling outside Annex I and II of Directive 2011/92/EU with no need for EIA and no impacts on habitats.

Environmental Impacts

Potential impacts of the schemes will be assessed by the Competent Authority in the permitting process and will be assessed by the Bank when the schemes are submitted for allocation under the Framework Loan. Schemes financed under this operation will be mainly of small size (project cost less than EUR 25m) and not expected to have significant negative environmental or social impacts.

However, some schemes could have limited temporary environmental impacts during the construction phase. These impacts 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. Special mitigation measures will be applied in line with the relevant legislation.

The urban transport schemes are expected to foster a balanced development of sustainable transport modes (public transport, cycling and walking) and ultimately encourage a shift away from private modes, reducing as such traffic-related environmental impacts (air pollution, noise and CO₂).

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.

Location, Natura 2000 and Biodiversity issues

Given the nature of the project, with schemes located in a consolidated urban environment, no impacts on Natura 2000 or other protected sites are expected. Nevertheless, compliance with the Birds and Habitats Directives will be further checked during the appraisal of individual schemes at the allocation stage.

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Social Assessment, where applicable

The schemes are generally expected to bring positive social benefits through improved public facilities and physical environment for the citizens. Some scheme might require minor land acquisition but no major social impacts are expected.

Public Consultation and Stakeholder Engagement

Public engagement and consultations are integrated in all strategic and/or sectorial planning in the City. Concerning the EIA processes, the City conducts 21-day public consultations, as prescribed by the Regulation of the Council of Ministers of 9 November 2010.

Conclusions and Recommendations

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, including EIA (2014/52/EU amending 2011/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives. In addition, the Promoter will be requested to deliver NTS of the EIAs, or the full EIA reports to the Bank, if applicable, before the Bank funds are allocated. The Bank will also require the Promoter to make the Non-Technical Summary (NTS) of the EIA available to the public through publication on its website and for reporting to the EIB. For schemes falling under Annex II and “screened out” by the Competent Authority based on Annex III criteria, the Promoter shall deliver a copy of the respective decision, before the Bank funds are allocated.

The Bank will request, after project completion, information from the Promoter on the disposal of the vehicles to be replaced (as part of a multimodal transport scheme including the purchase of new e-buses) in accordance with EU and national regulation (Directive 2008/98/EC on Waste).

Upon the Bank’s request, the Promoter will be requested to provide selected Energy Performance Certificates obtained in line with the EU Directive 2010/31/EU during implementation or after completion of works.

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 FL is acceptable to the Bank in environmental and social terms.