

Luxembourg, 19 October 2020

Public

Environmental and Social Data Sheet

Overview

Project Name: Poznan Municipal Investment & Covid-19 Response
Project Number: 2020-0065
Country: Poland
Project Description: Financing of different investment projects carried out by the City of Poznan in the sectors of municipal transport, social facilities, roads and urban regeneration and different measures that are part of the Promoter's response to the Covid-19 crisis (including investment in healthcare infrastructure).

EIA required: Some schemes may require an EIA under Annex II of the EIA Directive.

Project included in Carbon Footprint Exercise¹: 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 consists of a number of infrastructure and social and health facilities as well as urban revitalisation, will support schemes from the City investment programme to improve transport mobility, increase the social and health capacity and support the Wielkopolska region's response to the COVID-19 pandemic. At the time of appraisal, there is a pipeline of 14 schemes that could be financed by this framework loan.

Most of the schemes (84% of the investments by value) are aimed at improving mobility (e.g. urban roads, cycling facilities, public transport investments - a new tram lines); 10% concern social and health facilities; and the remaining 6% are investments in urban revitalisation.

The schemes are part of the city's development strategy (Strategy of Poznan development to 2030), which was adopted by Resolution No. XLI/708/VII/2017. City Council of Poznan of January 24, 2017.

Due to the value of the investments in the public transport facilities and a number of cycling facilities, about 48% of the project (by value) is expected to contribute to Climate Action.

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.

Luxembourg, 19 October 2020

The Promoter - the City of Poznan - is obliged to follow EU and national legislation on the environmental impact of projects. This includes the SEA Directive 2001/42/EC, the EIA Directive 2011/92/EU amended by Directive 2014/52/EU, the Habitats Directive 92/43/EEC, the Birds Directive 2009/147/EC, and the national Regulation of the Council of Ministers of 9 November 2010 on projects likely to have significant impacts on the environment (published in the Official Gazette U. 2016, position 71), which is fully compliant with EU legislation. The Promoter is expected to apply the legislation on all schemes submitted for allocation. Schemes submitted for allocation may fall under Annex II of Directive 2011/92/EU amended by Directive 2014/52/EU, and may therefore require an EIA including public participation. In addition, the schemes may have impacts on Natura 2000 sites or protected species outside the project area. The Promoter is required to verify the compliance of each scheme with the relevant and applicable rules of the EU directives, including the provisions of the Habitats and Birds Directives.

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. For any scheme with a significant or likely effect on the environment, the Competent Authority is the Regional Director for Environmental Protection in the Wielkopolskie Region. The construction and modernisation of tram infrastructure and the urban road projects fall under Annex II of the EIA Directive 2011/92/EU and hence require a screening decision from the Competent Authority.

The table below lists the schemes proposed for this operation and the status of environmental approvals at the publication date of this document. A number of the schemes are in the final stages of design and are awaiting environmental approvals. For schemes 2, 5, 8, 9, 11, 13 and 14 the competent authority has issued a screening out decision. For schemes 3 and 6 (overpass over the railway) the application to competent authority is submitted and a screening decision is expected soon. For the rest of the schemes an EIA is required. Of the schemes that require EIA schemes 4, 7 and 12 have received a positive environmental decision, while for the scheme 1 the EIA process is ongoing or will begin as soon as the detailed design is approved. 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 EIA including the NTS before the Promoter requests allocation of the scheme under this framework loan. There are no Natura 2000 sites in the vicinity of any of the proposed schemes.

Scheme	Description	EIA required	EIA/NTS	Env decision received
Sustainable transport component				
1	Construction of the bike / pedestrian bridge over Warta and Cybina rivers linking Berdychow, Ostrow Tumski and Chwaliszewo (around 150 m)	Yes	No	Pending
Urban road component				
2	Construction of Sw Wawrzynca street (932 m)	No	N/a	No
3	Construction of the rail overpass in Lutycka street (the length to be determined)	Application submitted	Tbc	Pending
4	Construction of the Nowa Naramowicka intersection (reconstruction of around 1,300 m of roads)	Yes	Yes	Yes 30/09/2013, extended in 2019
5	Reconstruction of Pokrzywno street (2.2 km)	No	N/a	No
6	Construction of the rail overpass in Golecinska street (the length to be determined)	Application submitted	Tbc	Pending

Luxembourg, 19 October 2020

7	Reconstruction of the road layout along the new tram line to Naramowice corridor (construction / reconstruction of around 4 km of roads)	Yes	Yes	Yes 31/07/2017
Social and health care component				
8	Construction of the new social welfare house for elderlies at Bukowska street	No	N/a	No
9	Extension of the health care and physiotherapy house at Mogilenska street	No	N/a	No
Sustainable public transport component				
10	Project "Centrum" phase II – construction of the 900m tram line in Ratajczaka street including the street traffic calming measures	Yes	Yes	Pending
11	Modernisation of the 1.1 km tram line in Wierzbicice and 28 Czerwca 1956 streets.	No	N/a	Yes 28/03/2017
12	Construction of the 3.5 km new tram line to Naramowice, section Wilczak – Naramowice.	Yes	Yes	Yes 31/07/2017
13	Modernisation of the tram line in Kornicka, Chartowo and Zegrze streets and construction the line from Zegrze roundabout to Unii Lubelskiej	No	N/a	Yes 16/12/2016
Urban development component				
14	Revitalisation of the Old Market Square including the transformation of the buildings in the centre of square into the culture area	No	N/a	Yes 01/08/2017

Most of the schemes proposed for the operation will have limited impacts on the environment both during construction and operation, given that the schemes consists largely out of modernisation of existing tracks in the city centre and construction of tram tracks in corridors reserved for transport infrastructure. The social and health facilities will be constructed in areas identified in the City Master Plan and will have limited environmental impact. There will be some impact during construction on noise levels and traffic circulation for the tram infrastructure. The road schemes may have impact due to increased traffic on the local roads during construction as well as temporary increase of the pollution and noise. During operation, the impacts are expected largely positive as the new tramway services will take away private cars from the road and reduce urban congestion.

The public transport schemes are expected to improve the air quality in the city as it will facilitate tram transport, which use electricity. Furthermore, it is expected that they will compete with private vehicles and thus further reduce CO2 emissions, pollutants, noise and improve road safety in the city. The track design will allow for reduction of noise from tram traffic, the construction of overpasses over the railway should reduce the emission and noise from stopping and accelerating vehicles. The public transport schemes of the project should therefore have a positive impact on the city in terms of noise pollution from the operation of public transport vehicles. Some road schemes (Naramowice intersection and overpasses over the railway) should have a positive impact on pollution due to reducing existing road congestion; however, construction of new roads may attract more cars. The social and health schemes and urban revitalisation scheme will contribute to the social fabric of the city and are thus also positive for the city residents as well as the direct beneficiaries.

Social Assessment

Some schemes will have a significant positive impact on the welfare of the direct beneficiaries and their immediate family members. These are the social and health facilities. The Promoter is taking into account the latest best practice in the design of the facilities.

Luxembourg, 19 October 2020

The schemes 4 and 12 require the demolishing of 5 multi-family houses and 14 other buildings and resettlement of the households. The resettlement process and the compensation followed the Polish law. Land acquisition is already completed. No complaints were registered.

Public Consultation and Stakeholder Engagement

For some schemes, public consultation took place as part of the EIA procedures, in accordance with the national regulations. Technical changes have been introduced to the project as a result of these consultations. For the schemes for which EIA was not required, the stakeholders were informed about the initiation of the environmental procedure. No complaints were registered.

Conclusions and Recommendations

Prior to allocation of EIB funds against initially identified schemes 1,3 6 and 10, and other schemes to be included in the framework loan, 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, and 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. For schemes that have been “screened out” by the Competent Authority the Promoter shall deliver to the Bank a copy of the respective decision, prior to allocation.

Overall, a positive impact on the environment is expected with the implementation of the schemes proposed for this operation. 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.