

## Public

# Environmental and Social Data Sheet

## Overview

Project Name:	CZESTOCHOWA SUSTAINABLE DEVELOPMENT
Project Number:	2021-0370
Country:	Poland
Project Description:	<p>The Project will support eligible investment schemes in the City of Czestochowa (Poland). It will focus on urban development and infrastructure modernization.</p> <p>The loan will be signed under the Programme Loan SILESIA SUSTAINABLE DEVELOPMENT PROGRAMME (2021-0206).</p>
EIA required:	This is a multi-scheme operation. Some of the schemes may require an EIA under Annex II of the EIA Directive.
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

## Environmental and Social Assessment

### Environmental Assessment

The operation is structured as a Framework Loan and will support implementation of the multi-annual investment programme of the City of Czestochowa in the period 2021-2026. The operation will contribute to the modernisation of public infrastructure and services, and integrated urban development, particularly through investments in the areas of urban transport infrastructure and mobility, modernisation of public buildings and infrastructure (education, health, social care and other services) including energy efficiency, as well as environmental and green infrastructure.

The Polish EIA law, which is compliant with EU Directives, 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, the Competent Authority issuing environmental permits for urban roads of national significance is the Regional Director for Environmental Protection (RDEP) after consultation with the Regional Sanitary Inspectorate. For other urban projects (i.e. other urban roads, urban renewal, etc.) the Competent Authority is the Mayor of the City.

<sup>1</sup> 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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The competent authority for Natura 2000 areas is the corresponding “Voivodship’s Regional Director for Environmental Protection”. Given the scope of this operation and sectors included, some schemes may be located in the vicinity of Natura 2000 areas, thus requiring EIA screening procedure.

In 2019, the City Council approved the City’s Adaptation Plan to Climate Change 2030 in response to one of the most important environmental concerns related to changing climate and the need for cities to adapt to upcoming changes and expected impacts. The plan aims at adapting the City of Czeszochowa to climate change, reducing its vulnerability to extreme events and enhancing its capacity to deal with the effects of these phenomena and their side-effects. The plan sets out the vision, overarching objective and specific objectives to be achieved through adaptation actions in the four most sensitive sectors/areas of the city: public health/vulnerable groups, transport, water management and energy. The adaptation plan is linked to documents dedicated to adaptation to climate change at international, Community, national and regional levels. Adaptation measures are consistent with the EU’s and the country’s climate change adaptation policies. They are also part of Czeszochowa’s development policy as expressed in the City’s strategy and planning documents. The plan also sets out the principles for the implementation of adaptation actions (responsible actors, funding framework, monitoring indicators, assumptions for evaluation and update of the document).

The Promoter’s capacity to manage climate risks is deemed satisfactory. The Promoter acknowledges climate risks included in the Adaptation Plan to Climate Change 2030. Furthermore, concrete climate adaptation measures form part of its strategy, implementation as well as construction standards.

In 2020, the City adopted a resolution regarding climate policy aiming at carbon neutrality affecting city’s energy systems, industry and transport, which shall bring significant social and environmental benefits particularly improving the quality of air and thus the quality of life of the citizens.

Investments will be eligible for EIB financing only if they are aligned with Paris Agreement. Investments in municipal social infrastructure (such as education, social, health, culture and sports facilities) primarily comprise rehabilitation and modernisation, rather than new construction, thus many of the schemes are not likely to fall under the Annex I or Annex II (screened in) of the EIA Directive (2014/52/EU amending Directive 2011/92/EU). This is also to be the case for some new construction schemes localised in urban areas (e.g. kindergarten and sport halls for schools). In cases where EIA is to be required (e.g. mostly schemes concerning construction of urban roads), the Promoter will be requested to provide the EIA to the EIB before the funds are allocated.

### **Social Assessment, where applicable**

Although no separate social impact assessment has been carried out, it is deemed that the overall social impact of the framework loan will be positive. The Project is expected to increase the quality of public services available to the inhabitants. The construction of municipal housing and dormitories will provide for affordable accommodation for targeted population in need. Investments in public transport services and infrastructure (such as bicycle lanes) will promote sustainable forms of mobility, and together with construction and reconstruction of pavements and pedestrian paths will decrease dependency on individual passenger cars, promote physical activity of citizens, and enhance safety of citizens. New capacities in kindergartens will allow more parents to return to economic activity. Improved quality of schools, gyms and social care facilities will contribute to quality of life and social

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inclusion. Investments in water management infrastructure (sewers and rainwater retention) will address climate risk and related safety of citizens.

### **Public Consultation and Stakeholder Engagement**

The individual investments are expected to form part of urban development plans for which public consultation is carried out.

The Adaptation Plan for Climate Change for the City of Czestochowa was verified by ensuring a broad participation of stakeholders and the public opinion. Public consultation is expected to ensure the social acceptability of the Plan and the reduction of conflicts in the implementation of adaptation actions.

The Environmental and Social Impact Assessments (ESIA) being developed or to be developed will take into consideration the applicable requirements of the EIA Directive in terms of public consultation and stakeholder engagement. The results of the public consultation will be incorporated into the ESIA documents, which will be provided to the Bank.

### **Conclusions and Recommendations**

The Promoter 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. In projects where applicable, the Promoter will be requested to deliver the EIAs to the Bank before Bank funds are allocated. For Schemes having a potential impact on protected areas including Natura 2000 sites, the Promoters have to provide evidence of the compliance (including screening) with the Habitats and Birds Directives (if applicable) before the Bank funds are allocated. For schemes triggering art. 4.7 of the Water Framework Directive (WFD), the promoter has to provide evidence of the compliance with the WFD before the Bank funds are allocated.

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.

Regarding any old public transport vehicles replaced as part of this programme, the Promoter undertakes to provide to the Bank the scrapping certificate(s) in line with European and national regulation and industry best practice, prior to the last disbursement. For any vehicles sold on the second hand market, the Promoter undertakes to inform the Bank of the buyer and the country of operation before the final disbursement.

The capacity of the Promoter to manage the environmental and social issues is deemed satisfactory. Therefore, subject to the conditions mentioned above, this operation is acceptable for the Bank in environmental and social terms.