



Luxembourg, 04/10/2022

Environmental and Social Data Sheet

Overview

Project Name:	LODZ URBAN DEVELOPMENT
Project Number:	2021-0437
Country:	Poland
Project Description:	Framework Loan to co-finance multi-sector schemes included in the multi-annual investment programme of the City of Lodz in Poland. The project supports the implementation of the city's Sustainable Development Plan for Public Transport by 2025, Study of the Conditions and Directions of Spatial Development of the City of Lodz, Strategy for the Development of the City of Lodz 2030+ and its Action Plan for Adaptation to Climate Change by 2030.
EIA required:	Multi – sector schemes. Some of the schemes may require an EIA if screened-in by the Competent Authority under Annex II of the EIA Directive.
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project, structured as a framework loan, concerns the financing of different investment schemes in the city of Lodz falling under two sectors: sustainable urban mobility and urban infrastructure.

The project includes small and medium sized interventions that support the promotion of public transportation through the upgrading and modernisation of the tram network, development and improvement of cycling and walking infrastructure, renewal and upgrading of urban streets. In addition, it includes investments in blue-green infrastructure, parks and gardens, water and wastewater and small improvements in neighbourhoods, decided via a participatory process, varying from construction of playgrounds, improvements to local schools or other neighbourhood buildings and public spaces or urban streets, depending on local needs.

Compliance with applicable Environmental Legislation

Poland, as a Member State, is following the relevant EU legislation in relation to the environmental impact of projects (namely SEA, EIA, Habitat/Natura 2000 Directives). All urban

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, 04/10/2022

mobility schemes to be financed are aligned with the Sustainable Development Plan for Public Transport by 2025, approved in 2018 and the Study of the Conditions and Directions of Spatial Development of the City of Lodz, approved in 2018 and updated in 2021. The latter has been subject to a Strategic Environmental Assessment (SEA).

As presented to the Bank, no schemes in the pipeline of potential investments fall under the Annex I of the EIA Directive 2014/52/EU amending Directive 2011/92/EU.

Certain schemes, such as walking and cycling infrastructure, renewal and/or upgrade of urban streets, on average between 500 - 1,000m in length, fall outside the scope of the EIA Directive.

Others, such as the tram infrastructure, or components of parks and gardens and blue-green infrastructure might fall under Annex II of EIA Directive (2014/52/EU amending Directive 2011/92/EU) and require a case-by-case examination by the Competent Authority and a decision, based on Annex III criteria, on the requirement of an EIA.

Compliance with the EIA Directive will be checked at allocation stage. For schemes, "screened out" a copy of this decision may be requested by the EIB. For schemes "screened in" and thus requiring an EIA, the Promoter shall deliver the complete EIA report (including the Non-technical Summary) to the Bank for review and prior to allocation. The Bank will also require the Promoter to make the EIAs available to the public through publication on its website and for reporting to the EIB.

Environmental Impacts

Potential impacts of the schemes will be assessed by the Promoter and the Competent Authority during the permitting process. Given the location, the size and nature of schemes, the environmental impacts are expected to be minor and temporary impacts limited. In addition, it is expected that good construction practices will be applied to minimise any adverse impacts during the construction phase.

Once operational, the investments in urban mobility and wider urban infrastructure are expected to contribute cumulatively to sustainable development and increase the quality of life and attractiveness of the city for residents.

Location, Natura 2000 and Biodiversity issues

There are no such designated sites within the administrative boundary of the city therefore no impacts on Natura 2000 or other protected sites are expected.

Climate change mitigation and Paris Alignment

The Project is aligned with the Paris Agreement according to Annex 2 of the EIB Climate Bank Roadmap (2020), because of investments in public transport infrastructure, walking and cycling, blue and green infrastructure, water and wastewater and parks and gardens as well as urban streets and streetscape improvements aligned with the strategic plans of the city. This alignment will be further checked at allocation stage.

The Project provides a substantial contribution to Climate Mitigation according to Annex 4 of EIB's Climate Bank Roadmap and a substantial contribution to Environmental Sustainability. Through the improvement of the quality of public transport, walking and cycling, urban streets



Luxembourg, 04/10/2022

and streetscape the project supports modal shift and the reduction of negative impacts related to the use of private vehicles in urban areas, particularly GHG emissions, in addition to enhancing accessibility.

The investments in wider urban infrastructure such as parks and gardens, water and wastewater, blue-green infrastructure and other small neighbourhood improvements will provide enhanced access to nature and greenery, support healthier, more active lifestyles, lower localised pollution, increase opportunities for recreation and leisure and incorporate where possible climate adaptation features with positive effects for the entire population.

Social Assessment

Considering the information available at this stage, the potential schemes are not likely to trigger any of the Bank's social standards and they are generally expected to bring positive social benefits through improved public facilities and physical environment for residents. It is understood from the Promoter that the land required to carry out the investment plan is all under the control of the municipality. This will be further verified at allocation stage.

Public Consultation and Stakeholder Engagement

The individual investments are aligned with a series of planning documents such as the Strategy for the Development of the City of Lodz 2030+, Sustainable Development Plan for Public Transport by 2025, Study of the Conditions and Directions of Spatial Development of the City of Lodz, for which public consultation was carried out. The Adaptation Plan for Climate Change for the City of Lodz was verified by ensuring a broad participation of stakeholders.

Public consultations on individual schemes subject to EIA will be checked at the allocation stage of the respective schemes.

In addition, a series of schemes that are expected to come forward under this framework loan have been decided based on a participatory process at neighbourhood level and are consolidated in annual investment packages called Settlement Plans.

Conclusions and Recommendations

The project is expected to have limited negative environmental impacts during construction, mitigated by good construction practices, and positive impact during operation, by encouraging healthier, more active lifestyles by providing better access and quality of infrastructure and lowering localised pollution.

The Bank will require the Promoter to act according to the provisions of EU applicable directives. Clearance of all the environmental issues for any scheme to be included in the Project is a precondition for allocation as follows:

- For schemes, "screened out" a copy of this decision may be requested by the EIB.
- For schemes "screened in" and thus requiring an EIA, the Promoter shall deliver the complete EIA report (including the Non-technical Summary) to the Bank for review and prior to allocation. The Bank will also require the Promoter to make the EIAs available to the public through publication on its website and for reporting to the EIB.
- 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.



Luxembourg, 04/10/2022

Under those conditions, the Project is acceptable for EIB financing in environmental and social terms.