



Luxembourg, 24.11.2022

Environmental and Social Data Sheet

Overview

Project Name:	ZACHODNIOPOMORSKIE REGIONAL FRAMEWORK III
Project Number:	20210798
Country:	POLAND
Project Description:	The operation, structured as a Framework Loan, will support priority schemes in sustainable mobility, culture and tourism, health and public buildings, included in the current investment programme of the Zachodniopomorskie region in 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

Environmental and Social Assessment

Environmental Assessment

The operation, structured as a Framework Loan, will support schemes from the regional investment programme: to improve mobility in the region by upgrading road infrastructure, renewal of rail rolling stock and expanding the network of cycle roads; to further develop the touristic potential on the basis of the public heritage (nature and culture); and to increase the effectiveness of health and social services via building rehabilitation and upgrading of equipment.

The regional investment programme is supported by the “West Pomerania Regional Development Strategy 2030” (“the Strategy”). The Strategy is the current planning document for the region. The Strategy was subject to a Strategic Environmental Assessment (SEA) carried out in 2017. The majority of investments will be implemented within the framework of the Regional Operational Programmes 2014-2020 and 2021-2027.

Schemes financed under this operation will be mainly of small size (project cost less than EUR 25m) and are not expected to have significant negative environmental or social impacts. However, some schemes could have limited temporary environmental impacts during the construction phase and, potentially, during their operation stemming from permanent land-use change. 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, dust, waste and vibration.

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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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. These direct impacts will have to be mitigated by adhering to good industry practice, following environmental management plans, and by carrying out the recommendations of the relevant competent authority. Depending on the type, location, characteristics and size of schemes, environmental impact assessments (EIA) may be required.

Investments in the cultural sector and other social infrastructure will generate a number of positive effects, including energy savings in buildings due to insulation of walls and roofs, replacement of windows, improvement of lighting systems and other energy efficiency measures. They thereby contribute to the EU energy and climate objectives and support the implementation of the EU Energy Performance of Buildings Directive (EPBD) and the Energy Efficiency Directive (EED).

Transport schemes are expected to be aligned with the Transport Policy 2030, and the forthcoming Regional Transport Plan 2030 for West Pomerania. These policies and plans consider wider sustainability objectives, including decarbonisation, and balanced development in transport. Rail schemes are expected to contribute to mode shift from road to public transport and active travel modes (e.g. walking and cycling). This component will also contribute to the Climate Action (mitigation). Replacement of train rolling stock will require acceptable arrangements for the scrapping/recycling of dismissed assets. Road infrastructure schemes are expected to focus on road rehabilitation of existing assets and of small size. The schemes may also target improvements to road safety and accessibility in the concerned areas.

Several investments will also have a positive environmental impact, on air quality, biodiversity and climate change adaptation. For certain road and transport schemes, they may be subject to climate change risks particularly flooding, soil erosion and effects due to change in average and extreme temperatures and precipitation. The promoter shall ensure a climate risk and vulnerability assessment (CRVA) is undertaken where appropriate, particularly for road schemes, and that climate change and carbon considerations are included in project design and implementation stages.

In view of the nature of the schemes supported in the sub-operations, the application of Environmental Impact Assessment (EIA) procedures and protected sites may be relevant for some of them, in particular those related to roads. In such case, 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.

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 are expected to contribute to modal shift from road to public transport and active travel modes. 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 infrastructure management following Directive 2019/1936.



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Public Consultation and Stakeholder Engagement

Stakeholder consultations, in particular the population, are usually done by the region either for the strategies and sector policies (open meetings, contributions through internet), and for the projects (local consultations), whether it is an obligation or not.

Some legal strategic documents, such as the regional development strategy, are subject to public consultation either as part of the plan preparation or a strategic environmental assessment (SEA).

Individual schemes may also be subject to public consultation in line with the EIA law.

Other Environmental and Social Aspects

N/A

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 2001/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC), Directives and Water Framework Directive (2000/60/EC) as transposed into national law. The Promoter undertakes not to commit any EIB funds to sub-projects that require an EIA, biodiversity assessment, River Basin Management Plan amendment, Flood Risk Management Plan or other assessment required by EU and national law without, prior to commitment, receiving consent from the competent authority and having the relevant documentation made available to the public.

In case a scheme requires an EIA or an appropriate assessment or equivalent, the Promoter shall submit prior to allocation the full EIA report or appropriate assessment to the Bank for publication on its website.

The Promoter shall undertake an assessment on climate risks and vulnerability where appropriate, particularly for road schemes proposed for allocation. This should consider the impact on climate change mitigation and climate change resilience/adaptation measures.

The Promoter shall store and keep all relevant environmental and social documentation relating to the sub-projects updated and available for review at the request of the Bank, including EIA including Non-Technical Summary, Nature/Biodiversity Assessments or equivalent documents or other documents supporting compliance with the EU environmental acquis.

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.