

Environmental and Social Data Sheet

Overview

Project Name:	Wroclaw Municipal Infrastructure
Project Number:	2012-0622
Country:	Poland
Project Description:	Financing of multi-sector urban infrastructure investment projects in the city of Wroclaw
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 ¹ :	no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The City's land use masterplan, prepared in 2006 and updated in 2009, was subject to a Strategic Environmental Assessment at the time of the update. Although transport investments are highlighted as those most likely to have negative environmental impacts, these are principally investments outside the scope of the Bank's operation (motorway development, airport redevelopment etc). Most of the urban transport projects envisaged under the operation comprise modernisation or rehabilitation of existing roads and tram tracks, and these should bring overall positive environmental benefits through reducing transit traffic, reducing congestion and air pollution, and increasing road safety.

Likewise, investments in housing, culture and education primarily comprise rehabilitation and modernisation, rather than new construction. Improvements in housing and education infrastructure should lead to improvements in energy efficiency as well as increasing the area and quality of green spaces within the City's residential areas.

Nevertheless, some schemes in the operation (such as new construction of the ring road around the Leśnica district, or the National Music Forum which is a large new cultural building) may fall under Annex II of the EIA Directive 2011/92/EU. Whilst it is unlikely that schemes would be located within the Natura 2000 sites falling within the City boundaries, in case schemes in the programme may have an impact on protected sites the Promoter will be required to act according to the provisions of the Habitats and Birds Directives. The Promoter shall verify compliance of the schemes with the relevant and applicable rules of EU legislation. The Promoter shall not commit the Bank's funds until the relevant consent has been issued by the competent authority. The Promoter shall store and keep updated the relevant documents to be provided to the Bank upon request.

The institutional capacity of the Promoter to manage the environmental issues in the programme is deemed satisfactory.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Environmental and Social Assessment

Environmental Assessment

- The Study of conditions and directions of spatial development (adopted by the City Council Resolution No. Nr LIV/3249/06 of 6 July 2006, and updated in 2009 on the basis of City Council Resolution No. XXVI/938/08), which is a land use masterplan, was a subject to Strategic Environmental Assessment (SEA). The SEA, which was carried out on the update but took into account the full masterplan as well as the updated elements, was completed in October 2009. Detailed land use plans, which are also subject to SEA, have been adopted for an area covering 53% of the surface area of the City (over 320 plans to date). Most of the projects included in this operation will be located in areas covered by local spatial development plans.
- Various forms of environmental protection, including Natura 2000 sites, cover the area of 293 km² in Wrocław. These include sites covered by the Habitats Directive and the Birds Directive. The sites are located well outside the urbanised centre of Wrocław – to the north-west and south-east along the Odra River, and to the west of the airport. The City also borders Natura 2000 sites to the north. Potential impacts on Natura 2000 sites were also taken into account in the SEA referred to in the paragraph above.
- Schemes in the operation may fall under Annex II of the EIA Directive 2011/92/EU. In case schemes in the programme may have an impact on protected sites the Promoter will be required to act according to the provisions of the Habitats and Birds Directives.
- Most of the urban transport projects envisaged under the operation comprise modernisation or rehabilitation of existing roads, including tram tracks, bus lanes and cycle tracks, although there may be some new construction, an example being a new ring road around the Leśnica district. By reducing the transit traffic through residential areas, improving traffic flow and accessibility, and improving the tram system, the overall impact of the investments should be positive, bringing improvements in road safety, reduction of noise in the city centre, reduced congestion and air pollution. The measures are consistent with the City's new mobility policy which favours public transport and aims to maintain a high modal share for public transport/cycling/walking at 65% or more. Some minor environmental impact is expected during the construction phase of investments.
- Likewise, investments in housing, culture and education primarily comprise rehabilitation and modernisation, rather than new construction, thus not falling under the EIA Directive. An exception being the National Music Forum which is a large new building and has been subject to an EIA under national environmental laws (it falls under Annex II of the EIA Directive). Improvements in housing and education infrastructure should lead to improvements in energy efficiency as well as increasing the area and quality of green spaces within the City's residential areas.
- Wrocław, thanks to a relatively large proportion of green and blue areas (37.3% in 2006) and median soil sealing (52.9%), is less prone to urban flooding and heat waves, but due to its location amongst major tributaries of the Odra River is exposed to risk of river flooding. Since the major flood events of 1997 the City has been highly sensitised to flood risk, and the urban development plan of the City identifies zones in which development is not permitted due to flood risk – in particular a drainage channel via the north of the City to which flood water can be diverted via sluices in case of flood events.
- Climate change is taken into account in the City's land-use planning through flood risk management to minimise flood risk in the urbanised area, and reducing CO₂ emissions through increasing the proportion of green spaces in the built up area and through the City's mobility policy favouring public transport. The City is also participating in a pilot programme targeting the reduction of low-level emissions through energy efficiency and renewable energy measures.