

## Environmental and Social Data Sheet

### Overview

Project Name:	CZESTOCHOWA URBAN INFRASTRUCTURE II
Project Number:	2013-0344
Country:	POLAND
Project Description:	The project focuses on financing small and medium-scale investment schemes, mainly in the fields of urban renewal, transport, health and education in Czystochowa.
EIA required:	This is a multi-scheme operation. Some of the schemes may require an EIA under Annex II of the EIA Directive.

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

The modernisation and extension of the tramlines will reduce noise in the city centre and contribute to the increase of the modal share of public transport. Some minor environmental impact could be originated during the construction phase. Small education and sport infrastructure schemes are not expected to have negative environmental impacts. In the case of road modernisation schemes, the improvement of road junctions and access to industrial areas will bring positive effects to safety and reduction in traffic congestion and air pollution.

Three road schemes fall under Annex II of EIA Directive 2011/92/EU. The Promoter has complied with the Bank's requirement and the "non-technical summaries" are publicly accessible in the Bank's website. Nevertheless, the promoter will verify that other schemes are conformed to the relevant and applicable rules of EU legislation. Thus, 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 city will inform the Bank about further modifications of the master plan and provide the global SEA when it is available.

None of the investments programmed to be financed under the project impact the city's Natura 2000 area, but 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 institutional capacity of the Promoter to manage the environmental issues in the programme is deemed satisfactory.

### Environmental and Social Assessment

#### Environmental Assessment

The city master plan, establishing the city land uses and approved by the city Council Resolution No. Nr 825/LI/2005 of 21 November 2005, was not subject to Strategic Environmental Assessment (SEA), as it was executed prior to the requirement for SEA. However, although the Study has not been updated, there have been amendments to parts of the Study concerning particular parcels of urban land, which have been accompanied by SEA. The relevant SEAs have been provided to the Bank and the non-technical summaries made available on the Bank's web site.

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 will be some new construction of junctions and roads linking to important transport arteries. 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. 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. 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.

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, through planning measures to maintain or increase the proportion of green spaces in the built up area, through the City's mobility policy favouring public transport, and through the City's energy efficiency policy. However, the City has not carried out any specific climate resilience analyses.

The City is a member of the Covenant of Mayors, and has implemented an energy efficiency policy since 2003 including a programme of energy and environmental management in public areas covering all municipal and municipal utility buildings; through this programme, the City has prioritised energy efficiency investments giving the largest savings, and is steadily implementing its investment programme. In addition, it has programmes targeting water efficiency and energy-efficient lighting.

The Project aims to diversify the economy and to improve the labour force's employability. Thus no negative social impacts are envisaged, on the contrary it is expected that the overall social impacts of the Project will be positive.