

## Environmental and Social Data Sheet

### Overview

Project Name:	POLAND MUNICIPAL INFRASTRUCTURE
Project Number:	2012-0384
Country:	Poland
Project Description:	Infrastructure investments of the Polish self-governmental entities supported by government grants
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

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

The new roads schemes are expected to have some minor environmental impacts during construction and limited residual impact in the operational phase. In the case of road modernisation schemes, the intervention shall be limited to the existing lanes of the roads as well as other existing transport structures, which reduces potential impacts to a minimum. Small infrastructure schemes are not expected to have negative environmental impacts. The rolling stock schemes are expected to have a positive environmental impact by helping the regional railways to maintain modal share. The operation is expected to increase the stock of social and affordable housing.

Nevertheless, some of the schemes in the operation may fall under Annex II of the EIA Directive 2011/92/EU. Furthermore, some of the schemes in the programme may have an impact on protected sites and the Promoter will be required to act according to the provisions of the Habitats and Birds Directives. The Promoter shall verify the compliance of the final beneficiaries with the relevant and applicable rules of the 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.

### Environmental and Social Assessment

#### Environmental Assessment

1. The operation will contribute to the implementation of the National Strategy of Regional Development 2010-2020 and in particular to the fostering competitiveness of the regions and strengthening their territorial cohesion. This strategy was subject to Strategic Environmental Assessment (SEA), carried out in May 2010. It concludes that implementation will enhance the functional urban areas in terms of quality of life and economic growth, but inevitably will also involve changes to the landscape and

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

land use. However, it is also expected that implementation of the strategy will contribute to preventing uncontrolled urban sprawl.

2. Individual programmes are exempted from the SEA based on the Article 3(8) (financial or budget plans and programmes), which in case of National Programme of Reconstruction of Local Roads II 'Safety – Accessibility – Development' was confirmed by the General Director of Environmental Protection.
3. Some of the schemes in the operation may fall under Annex II of the EIA Directive 2011/92/EU. Furthermore, some of the schemes in the programme may have an impact on protected sites and the Promoter will be required to act according to the provisions of the Habitats and Birds Directives.
4. The new roads schemes are expected to have some minor environmental impacts during construction and limited residual impact in the operational phase. In the case of road modernisation schemes, the intervention shall be limited to the existing lanes of the roads as well as other existing transport structures, which reduces potential impacts to a minimum. Urban infrastructure schemes (small sport infrastructure, culture infrastructure, natural disaster recovery) are not expected to have negative environmental impacts. The rolling stock schemes are expected to have a positive environmental impact by helping the regional railways to maintain modal share. The operation is expected to increase the stock of social and affordable housing.
5. The Polish regions are impacted by climate change through increasing frequency and intensity of natural hazards e.g. droughts, floods, excessive precipitation. While the natural disaster recovery programme included in this operation is a necessary reactive instrument that facilitates reconstruction of the infrastructure, more work is needed in the preparation and implementation of systemic adaptation measures. In terms of flood risk management, considerable improvement was achieved after the 1997 flood, in particular in emergency procedures and improved weather warnings. However, the Odra and Vistula basin investment programmes are not progressing satisfactorily. Spatial development plans are being updated in order to delineate areas in risk of floods, but past urbanisation patterns remained at risk.