

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>PRESOV REGIONAL INFRASTRUCTURE II</i>
Project Number:	<i>2014-0489</i>
Country:	<i>Slovakia</i>
Project Description:	<i>Standard regional framework loan to Presov Region (Eastern Slovakia) supporting its development strategy and investment programme dedicated to public infrastructure in the area of regional roads, education, health, social care and cultural facilities.</i>
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 Region has its development strategy incorporated in the "Programme of Economic and Social Development" (*Program hospodárskeho a sociálneho rozvoja Prešovského samosprávneho kraja – PHSR PSK*) and it is available on the Region's public website ([here](#)). It is focused on areas recognised as weaknesses as well as on areas with potential for development. There have been 15 priority areas identified, including development of regional transport infrastructure, prevention of long-term unemployment, enhanced quality of vocational education, improved supply of social services, better solid waste management, specialisation and modernisation of hospitals, tourism development, landscape development and anti-flood protection, water quality protection, support of entrepreneurial activity and others. These priorities have been further specified in measures and an action plan. Given the initial socio-economic situation of the Presov region, the strategy set relatively ambitious goals (e.g. the highest economic growth among Slovak regions in 2015, return of economic active population to rural areas, centre of local and foreign tourism, etc.). However, due to wider economic circumstances, particularly the financial and economic crisis, the efforts of the Region in fulfilling its strategic vision have been dramatically undermined and the region remains one of the least developed regions in the EU-28 still in 2014. Most of the investment projects, to be supported from the EIB loan have already been identified and prepared, refer the present development strategy for the period 2008-2015.

A new strategy for the period 2015-2020 is currently under development; it should be finalised in 2015 and it will be subject to a Strategic Environmental Assessment (SEA). Individual investments, depending the type and scope of works, are subject to territorial consent and/or building permit including relevant environmental assessment(s).

The Region's strategy is to maximise the utilisation of the EU funds, therefore many (or most) of the schemes financed under this EIB operation will benefit from the EU Funds still available in the 2007-2013 period under the regional or national Operational Programmes (OPs). Schemes co-financed with the EU Funds and potentially in the next 2014-2020 period. OP documents are mandatorily subject to the strategic environmental assessment, reviewed by the Bank and being made publicly available.

Although transport investments normally having some negative environmental impacts, the investments proposed in the Region's strategy are those contributing to the environmental mitigants (e.g. city by-passes). Most of the transport projects envisaged under the operation comprise modernisation or rehabilitation of existing roads, and these should bring overall positive environmental benefits through

<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.

reducing transit traffic, reducing congestion, air and noise pollution, and increasing road safety. Some minor negative environmental impact is expected during the construction phase of investments.

Likewise, investments in public buildings (schools, hospitals and social care facilities) primarily comprise rehabilitation and modernisation, rather than new construction. These improvements should lead to improvements in energy efficiency as well as increasing the quality of the services provided across the sectors.

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

## **Environmental and Social Assessment**

### **Environmental Assessment**

Presov Region is one of 8 self-administrative regions in the Slovak Republic. The region is located in the north-east of Slovakia. It borders the Poland to the north, Ukraine to the east, Košice Region to the south, and Žilina and Banská Bystrica Region to the west/south-west. Presov Region, together with Košice Region, form a NUTS II region called Eastern Slovakia qualified as "less developed region eligible for an intensive EU grant support (up to 85% of the EU eligible cost). It is the second largest region in the country with its area of 8,973 km<sup>2</sup> (representing 18.3% of the total Slovak territory). It has 665 municipalities in total (23 of which are towns), in which 817 382 inhabitants were living at the end of 2012 (15.1%, the largest Slovak region). In terms of economic performance Presov Region is the poorest region in Slovakia in terms of GDP, wages and unemployment.

On the other hand, the advantage and opportunity of the region is its well preserved nature. Almost 18% of the territory has a status of environmentally protected area. Out of 9 Slovak national parks, 5 are located in (or overlap with) the territory of the Presov region (TANAP, Nízke Tatry, Pieniny, Poloniny and Slovenský ráj). There are also number of objects and localities registered under the cultural and natural sites of the world heritage UNESCO (Bardejov, Bukové pralesy Karpát, Drevené kostoly, Levoča, Spišský hrad).

It is deemed that the improvements of infrastructure included in the Region's development strategy and in its investment plan will cater for the modernisation of the Region's basic infrastructure and improving the quality of public services. The investment plan, to be included in the EIB financed operation, includes several components - rehabilitation of the regional road network, upgrade/modernisation of public buildings in the area of education, health and social care, culture and tourism, energy efficiency measures and environment - to be implemented in the period 2014-2019, with the horizon to 2020. The investment programme is a coherent and target-based development plan including investments in domains where Presov Region, as a regional government, has financial and planning responsibility.

The Promoter will be required to act according to the provisions of the relevant EU Directives, including the SEA, EIA, Habitats and Birds Directives. The Promoter shall verify the compliance of the schemes with the relevant and applicable rules of the European Union legislation, in particular in the fields of environment. The Promoter shall deliver to the Bank a confirmation or equivalent that the schemes have no significant impact on nature sites of Community Importance or their equivalents, as well as the NTS of EIAs where applicable.

The new development strategy for the 2015-2020 period, currently under preparation, will be subject to SEA process including public consultation – communication will be channelled through public website of the Region and interactively during seminars with public involvement.

Information on EIAs or NATURA 2000 assessment in Slovakia are published on a central address: <http://www.enviroportal.sk/sk/eia>

No negative social impacts are foreseen, on the contrary it is expected that the social impacts of the project will be overall positive. The everyday life for the inhabitants and associated social relations and routines will be improved thanks to improved mobility, improved regional infrastructure, schools, health and social care facilities and other infrastructure for public services.