Environmental and Social Data Sheet

Overview

Project Name: Project Number:	Bialystok Municipal Infrastructure II 2010-0230
Country:	Poland
Project Description:	The operation, structured as a Framework Loan, is located in the city of Białystok. The programme comprises small, medium and large-sized investment schemes in the sectors of urban road networks (including a traffic management centre), rolling stock (renewal of bus fleet) and scientific research and development (construction of Science and Technology Park).
	The Bank services have decided that one component of this project, namely, the Science and Technology Park (approximately EUR38m including the costs of the roads needed to access the Science and Technology park) would be fully appraised subject to compliance with any outstanding conditions and can be fully allocated. The other two components viz. urban roads and the renewal of bus fleet would be further appraised, subject to the Bank's framework allocation rules

EIA required: Multi-Scheme. Some of the schemes may require an EIA under Annex II of the EIA Directive.

Project included in Carbon Footprint Exercise¹: NO

(Details are provided in section: "Carbon Footprint")

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

Poland, as a Member State, is required to follow the relevant EU legislation in relation to the environmental impact of projects (namely SEA, EIA, Habitat/Natura 2000 and EPBD Directives). The new EIA Polish law, which is fully compliant with EU Directives, entered into force in November 2008. Some of the schemes in the operation are likely to fall under Annex II of the EIA Directive 2011/92/EU and hence competent authorities decide on a case-by-case basis whether a full EIA has to be carried out or not, including public consultation.

The Science and Technology Park, which will be allocated within this appraisal, falls under Annex II of the EIA Directive 2011/92/EU. In the present case project has been screened in and a full EIA has been carried out according to the updated Polish Law and a NTS has been provided. Environmental permit was approved in June 2009 by the City of Białystok.

In application of EU requirements, the City of Białystok has an Urban Development Strategy for 2011-2020 with the SEA done and approved in June 2010.

At this stage information is only available for the Science and Technology Park, the renewal of the bus fleet and some road schemes.. For all the schemes, all the works will be conducted with the use of technologies which guarantee the lowest nuisance possible to the environment and the residents. In addition, a number of technical and organizational measures aiming at

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.

minimising the impacts have been taken into consideration during the construction phase. Particularly, for the selected road schemes, they include the construction of noise barriers and fauna migration structures as well as biologic revitalization and monitoring measures.

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

The Bank will require the promoter to act according to the provisions of SEA, EIA, Habitat/Natura 2000 and EPBD Directives as transposed into national law. The Promoter shall not commit any EIB funds against schemes that require an EIA or biodiversity assessment according to EU and national law without, prior to commitment, receiving the consent from the competent authority, and the NTS of the EIA having been made available to the public. The Promoter will be contractually obliged to provide documentation approved by the Competent Authority stating that there are no negative impacts on biodiversity or that the appropriate mitigation measures are being taken.

Whilst there may be some minor detrimental impact during the construction/implementation of certain schemes, the objective is that the net environmental and social impact of the programme as a whole should be positive. The whole project is expected to generate benefits in terms of mobility, especially by the construction of the traffic management centre, promotion of other sustainable modes as cycling and upgrading of public transport services in the city thanks to construction of bus lanes and bus fleet renewal. The project is also expected to contribute to enhancing the general quality of life and competiveness of the city thanks to the Science and Technology Park.

Considering the above, the project is acceptable for EIB financing from an environmental point of view.

Environmental and Social Assessment

Environmental Assessment

In general, the investments will be implemented in urban and highly urbanized areas which lack precious natural values. The project will not result in contravention of water conditions or groundwater pollution, neither result in any changes or pollution of the ground surface and soil or their loss. In addition, no changes which would have a significant influence on plants and animals will be introduced. Flora losses will be limited to the clearance of tree stands and shrubs growing along the streets in locations in which new trees and shrubs will be planted. The existing squares and parks located in the investment area will not be violated. The project implementation will have a positive influence on the living conditions of the City inhabitants, as well as on the environment and the City's spatial layout.

The road schemes are expected to have some minor environmental impacts during construction since a number of technical and organizational measures have been taken into consideration during this phase. In the case of road modernisation schemes, the interventions shall be limited to the existing lanes of the roads, which reduce potential impacts to a minimum.

The road schemes shall have also limited residual impacts in the operational phase. Some of roads include the construction of noise barriers and fauna migration structures as well as biologic revitalization. Furthermore the majority of the routes include footpaths and cycle tracks as well as bus lanes and bus stops which contribute to sustainable mobility. The new bus lanes together with the substitution of ground level pedestrian crossings with underground ones as well as the construction the traffic management centre should improve the quality of traffic and reliability of the bus service contributing to increase the use of this mode of transport, thus reducing the use of private cars and associated pollution and noise.

The purchase of new ecological buses and the withdrawal of the old and the most worn-out ones will also have a positive influence on the environment. Operation of new vehicles which satisfy strict ecological standards will have a positive influence on reducing the emission of exhaust fumes to the atmosphere. Due to the withdrawal of the oldest buses the noise emission caused by municipal transport vehicles will also decrease.

The Science and Technology Park scheme is expected to have some minor environmental impacts during construction since, also, a number of technical and organizational measures have been taken into consideration during this phase. During the operation phase, impacts will come from noise and air pollution mainly caused by traffic accessing the area. Some monitoring measures have been considered to build noise barriers if needed.

All the above-mentioned mitigating measures for the project are considered sufficient.