

Environmental and Social Data Sheet

Overview

Project Name:	TORUŃ URBAN INFRASTRUCTURE
Project Number:	2015-0149
Country:	Poland
Project Description:	The project covers small, medium and large investment schemes in the City of Torun under the new EU financial perspective 2014-2020. The investments are mainly in the fields of urban roads, urban renewal and regeneration and sustainable transport.
EIA required:	Multiple-scheme operation. Some of the schemes are likely to fall under Annex I or II of the EIA Directive and may be screened in.
Project included in Carbon Footprint Exercise ¹ :	no

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

The Project is a multi-sector Framework Loan (FL) comprising investments in urban roads, urban renewal and regeneration and sustainable transport. Most of the investments will be located in areas covered by local spatial development plans.

The Project is included in the *Development Strategy of the City of Toruń 2020*, originally drafted in 2002 and thus, at that time, not subject to a Strategic Environmental Assessment (SEA) according to the EU SEA Directive 2001/42. The subsequent updates of the Strategy were exempted from SEA assessment by the Competent Environmental Authority.

Given the scope of this operation and sectors included, it is likely that some infrastructure schemes fall under the EIA Directive 2011/92/EU, either under Annex I or Annex II. Should any scheme under this FL fall under Annex II and be “screened in” by the Competent Authority, or fall under Annex I, the Promoter shall deliver the NTS of EIAs to the Bank, if applicable, before the Bank funds are allocated.

Toruń has a significant number of protected areas including Natura 2000 and cultural heritage sites. Therefore, it is likely that some schemes will be located in the vicinity of them. The Competent Authority has to provide evidence of the compliance with the Habitats (92/43/EEC) and Birds (2009/147/EC) Directives (Form A/B or equivalent) before the Bank funds are allocated.

The overall environmental and social impact of the FL is positive, with improved environment and Toruń citizens’ quality of life, especially in matter of improvement of the urban road network and energy efficiency in buildings. Furthermore the Project is expected to contribute to climate change adaptation (e.g.: flood prevention Vistula River).

The institutional capacity of the Promoter to manage the environmental issues is deemed good and therefore, subject to the conditions described above, the Project is acceptable for the Bank in environmental and social terms.

Environmental and Social Assessment

Environmental Assessment

The Polish EIA law, which is fully compliant with EU Directives, entered into force in November 2008 (Act on Providing Information on the Environment and Environmental

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.

Luxembourg, 26.06.2015

Protection, Public Participation in Environmental Protection and on Environmental Impact Assessment). According to the Act, the Competent Authority issuing environmental permits for urban roads of national significance is the Regional Director for Environmental Protection (RDEP) after consultation with the Regional Sanitary Inspectorate. For other urban projects (i.e. other urban roads, urban renewal, etc.) the Competent Authority is the Mayor of the City.

The competent authority for Natura 2000 areas is the corresponding “Voivodship’s” Regional Director for Environmental Protection.

The Project will have an impact on the environment both during construction and operation. At construction stage, it will increase noise levels, and will impact water and air quality. Adequate mitigating measures have been considered in the designs such as drainage systems, management of earthworks, waste, and landfills, reparation of the vegetation damaged with local species and wildlife protection with underpasses or rehabilitation of existing structures. Felling of trees is required in some road schemes, trees will be protected in appropriate manner and tree clearance will be conducted outside the nesting season.

Investments in social, culture and education facilities primarily comprise rehabilitation and modernisation, rather than new construction, thus not falling under the EIA Directive. Improvements in this infrastructure should lead to improvements in energy efficiency as well. The Project’s impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable.

At operation stage, major impacts will be related to noise and emissions from motor vehicle traffic linked to road projects. Special mitigation measures have been proposed according to legal emission thresholds which include the construction of noise barriers or fences where needed. Severance will be solved with animal underpasses and reparation of affected animal paths. On top of that, the majority of the road schemes include cycle tracks which contribute to sustainable mobility.

Institutional Capacity of the Promoter

The experience from the previous programming period 2007-2013 showed that all projects falling under the EU EIA Directive and “screened in” for EIA were managed in line with the requirements of the EIA Directive and the national legislative framework. The Bank received all necessary documents relating to the EIA process and concerned protected areas under Natura 2000. The Promoter’s institutional capacity to manage social and environmental risks within the framework of this operation is therefore considered to be good.

Social Assessment

No separate social impact assessment has been carried out, however, it is generally deemed that the overall social impacts of the FL are positive, with improved quality of life for the inhabitants of Toruń.

Public Consultation and Stakeholder Engagement, where required

Consultation process imbibed in the Planning process and procedures (Law on planning and spatial management – journal of laws 2015.22 of 27.03.2003).

Other Environmental and Social Aspects

The City has not carried out any specific climate resilience analyses, however 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.

The individual project building permits will stipulate monitoring of environmental requirements prior to, during and post construction. In addition, road safety is expected to improve, contributing to upgrade the road network and public transport infrastructure to current safety standards.