

Environmental and Social Data Sheet

Overview

Project Name:	UPPER SILESIA URBAN FRAMEWORK PROGRAMME
Project Number:	2015-0075
Country:	Poland
Project Description:	The project will support eligible investment schemes in nine cities of the Upper Silesian Agglomeration: Bytom, Chorzów, Dąbrowa Górnicza, Gliwice, Katowice, Ruda Śląska, Rybnik, Sosnowiec and Tychy. The operation supports urban development and infrastructure modernization, including investments aiming at linking and integrating the cities.
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

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

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

The operation comprises multi-sector and multi-city investments in Bytom, Chorzów, Dąbrowa Górnicza, Gliwice, Katowice, Ruda Śląska, Rybnik, Sosnowiec and Tychy, located in the Upper Silesia Agglomeration (PL). The objectives are in line with those included in the respective Local Development Strategies and the Development Strategy for the Silesian Province: Silesia 2020+, for which the Strategic Environmental Assessment (SEA) was performed in compliance with the EU SEA Directive 2001/42/EC. The NTS of the SEA has been provided to the Bank.

In addition, strategic environmental assessments were performed for the Development Strategies of Bytom, Gliwice and Rybnik, approved respectively in 2009, 2007 and 2015. The NTSs of these SEAs have been also provided to the Bank. The Development Strategies of Chorzow, Dąbrowa Gornicza, Katowice, Ruda Slaska, Sosnowiec and Tychy are in large measure aspirational policies and as such, do not fall under the scope of the SEA Directive 2001/42/EC.

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 operation 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.

Most of the individual projects will be located within the city boundaries of the nine participating cities. Bytom, Dąbrowa Gornicza, Ruda Slaska and Sosnowiec have protected areas, including Natura 2000; whilst Chorzow, Gliwice, Katowice, Rybnik and Tychy do not have any protected areas within their city limits. Nevertheless, 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 project is expected to be positive, with improved environment and Silesian citizens' quality of life, especially in matter of improvement of the public transport system, urban road network, and energy efficiency in

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.

buildings. Furthermore the project is expected to contribute to climate change adaptation (e.g. flood protection in Gliwice) and mitigation (e.g.: sustainable transport and energy efficiency). Potential negative effects (e.g. dust and noise during construction) will be alleviated by implementing effective mitigation measures.

The institutional capacity of the promoters to manage the environmental and social issues is deemed good or adequate, depending on their previous experience with the Bank and therefore, subject to the conditions described above, the project is acceptable in environmental and social terms.

Environmental and Social Assessment

The Polish EIA law, which is compliant with EU Directives, entered into force in November 2008 (Act on Providing Information on the Environment and Environmental 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. Given the scope of this operation and sectors included, it is possible that some infrastructure schemes may be located in the vicinity of Natura 2000 areas, thus requiring screening procedure. However, at this stage there were no identified projects located directly in Natura 2000 zones.

The investments will be primarily in roads and sustainable transport as well as in sports facilities, energy efficiency, urban revitalization and education. Investments in environment (water and waste), social housing, culture, health and other urban assets (e.g.: ICT and green areas) are also expected. 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 will be considered in the designs such as drainage systems, management of earthworks, waste, and landfills, reinstatement of damaged vegetation with local species and wildlife protection with underpasses or rehabilitation of existing structures for the road projects. Felling of trees is required in some schemes, trees will be protected in appropriate manner and tree clearance will be conducted outside the nesting season.

Investments in social, culture, sports and education facilities primarily comprise rehabilitation and modernisation, rather than new construction. Many of the schemes are therefore not likely to fall 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, main 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 including the construction of noise barriers or fences where needed. Severance will be solved with animal underpasses and repair of affected animal paths.

The project, through its investments in environment (water and waste) will contribute to achieving the objectives required by the Waste framework Directive and Landfill Directive in terms of recycling and recovery and diversion of biodegradable waste from landfills. In addition, the project is expected to improve the energy efficiency in public buildings (e.g. schools), bringing savings in operational costs and contributing to the reduction of local emissions. The project also includes the acquisition of new buses and trolley-buses and the majority of the road schemes include cycle tracks which contribute to sustainable mobility. Furthermore, the project comprises some schemes which include removal of asbestos, a known issue in Silesia.

Institutional Capacity of the Promoter

The monitoring responsibility for the project lies under the nine participating cities, whose monitoring experience and capacity varies from one city to another. On one side, Dąbrowa Gornicza, Gliwice and Katowice are already familiar with the Bank environmental procedures and their institutional capacity to manage social and environmental risks within the framework of this operation is therefore considered to be good.

On the other side, this will be the first operation with the Bank for Bytom, Chorzow, Ruda Slaska, Rybnik, Sosnowiec and Tychy. Based on the due diligence carried out at appraisal, it is expected that the monitoring capacity of the new promoters will be adequate with acceptable quality of social and environmental monitoring systems.

Social Assessment

No separate social impact assessments have been carried out; however, it is generally deemed that the overall social impacts of the Framework Loan operation are positive, with improved quality of life for the inhabitants of the participating cities and the Silesian Agglomeration.

Public Consultation and Stakeholder Engagement

The consultation process is embedded in the Planning process and procedures (Law on planning and spatial management – journal of laws 2015.22 of 27.03.2003). The Development Strategies of the participating cities were subject of public consultation procedures.

Other Environmental and Social Aspects

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, thanks to the upgrading of the road network and public transport infrastructure to current safety standards.