

## Environmental and Social Data Sheet

### Overview

Project Name:	LUBLIN MUNICIPAL INFRASTRUCTURE II
Project Number:	2012-0470
Country:	Poland
Project Description:	The framework facility concerns Urban and Infrastructure development of the City of Lublin in the coming years. Most of the project will be co-financed with EU grants under the new financing perspective 2014-2020. The individual projects concern: municipal roads, public transport, urban renewal, environmental protection, waste management, knowledge economy and other urban infrastructure.
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 <sup>1</sup> :	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 project is a multi-sector Framework Loan (FL) comprising mainly investments in sustainable transport, urban roads, revitalization and renewal of urban infrastructure. 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 Lublin 2020*, for which the Strategic Environmental Assessment (SEA) was approved in 2013 in line to the EU SEA Directive 2001/42. The NTS of the SEA has been provided to the Bank.

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.

Lublin has no protected areas including Natura 2000 within the City boundaries where most of the projects will be located. 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 FL is positive, with improved environment and Lublin citizens' quality of life, especially in matter of improvement of the public transport system, urban road network, waste management and energy efficiency in buildings. Furthermore the project is expected to contribute to climate change adaptation (e.g. flood protection in the Bystrzyca River) and mitigation (e.g. sustainable transport).

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

<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.

## **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.

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. 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. Many of the schemes are therefore not likely to fall under the EIA Directive. Improvements in this infrastructure should lead to improvement 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 reparation of affected animal paths.

The project, through the Regional Waste Management Plant, 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 trolleybuses and 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 legal framework. The Bank received all necessary documents relating to the EIA process and affected 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 Lublin.

The schemes linked to flood protection in the Bystrzyca valley may involve resettlement and which case the Promoter will be required to provide a copy of an appropriate plan prior to allocation of the Bank's loan.

### **Public Consultation and Stakeholder Engagement**

Consultation process is imbibed in the Planning process and procedures (Law on planning and spatial management – journal of laws 2015.22 of 27.03.2003). The *Development Strategy of the City of Lublin 2020* was the subject of a public consultation procedure, and was subsequently accepted by the City Council Resolution No. 693/XXVIII/2013 of 28 February 2013, together with the Forecast of the Environmental Impact.

### **Other Environmental and Social Aspects**

The City has developed a Sustainable Energy Action Plan which is to be approved by its Council by end 2015 and which establishes targets for energy efficiency, reduction of low level emissions, and use of renewable energy by 2020 against a baseline of 2008.

The City also plans to develop a Climate Adaptation Strategy during 2016, taking part in a national programme of adaptation managed by the National Fund for Environmental Protection targeting cities above 100,000 people. Although a formal climate risk assessment has not yet been carried out, preliminary work in relation to risks has started in preparation for the development of the adaptation strategy.

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.