

Environmental and Social Data Sheet

Overview

Project Name: POZNAN INFRASTRUCTURE & SOCIAL FACILITY ACTION

Project Number: 2016-0409

Country: POLAND

Project Description: Part financing of medium to large investments schemes in the City of Poznan, relating mainly to urban transport, roads, education, social infrastructure and municipal services.

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

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

Environmental and Social Assessment

Environmental Assessment

The project is a framework loan with a number of infrastructure and social facilities. At the time of appraisal, there are 11 known schemes. The following is a list of the schemes currently identified classified by sector:

Urban road safety schemes:

1. Reconstruction of the road viaducts along Krzywoustego street over Inflancka and Chartowo streets

Sustainable non-motorised transport schemes

2. Construction of the bike / pedestrian bridge over Warta and Cybina rivers linking Berdychow, Ostrow Tumski and Chwaliszewo

Educational facilities:

3. Construction of the primary school and nursery unit at Naramowice

Municipal investments:

4. Construction of new animal shelter

Social facilities:

5. Construction 4 new houses for teenagers and families at Sarmacka, Forteczna, Pamiatkowa and Perzycka streets
6. Construction of the new social welfare house for elderlies at Bukowska street

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.

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Sustainable transport:

7. Project "Centrum" - Modernisation of the tram lines in Sw. Marcin, Fredry, Mielzynskiego, 27 Grudnia, Towarowa streets and Wolnosci square
8. Modernisation of the tram line in Wierzbicice and 28 Czerwca 1956 streets
9. Construction of the tram line to Naramowice, section Wilczak – Naramowice
10. Modernisation of the tram line in Kornicka, Chartowo and Zegrze streets and construction the line from Zegrze roundabout to Unii Lubelskiej street
11. Modernisation the tram line in Dabrowskiego and Kraszewskiego streets

The City has a master plan and the projects are all part of a long term investment strategy. The city also has a strategic environmental plan, which is currently being updated.

The Polish EIA law, which is fully compliant with EU Directives now in force, 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, for most urban projects the Mayor of the City is the Competent Authority. The construction and modernisation of tram infrastructure and the urban road projects fall under Annex II of the EIA Directive 2011/92/EU and hence require a screening decision from the Competent Authority.

The table below lists the proposed schemes on this project and the status of the status of environmental approvals at the publication date of this document. A number of the schemes are in the final stages of design and are awaiting environmental approvals. For schemes 3, 4, 6 and 8 the competent authority has issued a screening out decision. For the rest of the schemes an EIA/NTS is required. Of the schemes that require EIA schemes 1, 2 and 3 have received approval, while for the others the EIA process is ongoing or will begin as the detailed design is approved.

As usual with framework loans, finance for the schemes is subject to an allocation decision of the Bank. The Promoter undertakes to obtain and send to the Bank, the screening decision, and if screened in, the NTS of the EIA before the Promoter requests allocation of any scheme under this framework loan.

There are no Natura 2000 sites in the vicinity of any of the proposed schemes.

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Scheme	Description	EIA required	EIA/NTS	Natura 2000
1	Reconstruction of the road viaducts along Krzywoustego street over Inflancka and Chaitowo streets	Yes	Yes	No
2	Construction of the bike / pedestrian bridge over Warta and Cybina rivers linking Berdychów, Ostrow Tumski and Chwaliszewo	Yes	No	No
3	Construction of the primary school and nursery unit at Naramowice	No	N/A	No
4	Construction the new animal shelter	Yes	Yes	No
5	Construction 4 new houses for teenagers and families at Samacka, Forteczna, Pamiatkowa and Perzycka streets	No	N/A	No
6	Construction of the new social welfare house for elderly persons at Bukowska street	No	N/A	No
7	Project "Centrum" - Modernisation of the tram lines in Sw. Marcin, Fredry, Mielzynskiego, 27 Grudnia, Towarowa streets and Wolnosci square	Yes	Yes	No
8	Modernisation of the tram line in Wierblecice and 28 Czerwca 1956 streets	No	N/A	No
9	Construction of the tram line to Naramowice, section Wilczak – Naramowice	Yes	No	No
10	Modernisation of the tram line in Kornicka, Chaitowo and Zegrze streets and construction the line from Zegrze roundabout to Unii Lubelskiej street	Yes	No	No
11	Modernisation the tram line in Dabrowskiego and Kraszewskiego streets	Yes	No	No

The Schemes proposed in the project will have limited impacts on the environment both during construction and operation, given that the schemes consists largely out of modernisation of existing tracks in the city centre, construction of rail tracks in corridors reserved for rail infrastructure. The social facilities will be constructed in areas identified in the City Plan and will have rather and the nature of their use (educational facilities, old people's homes and housing for teenagers) will have limited environmental impact. There will be some impact during construction on noise levels and traffic circulation for the rail infrastructure. During operation, the impacts will largely be positive as the new tramway services will take away private cars from the road and reduce urban congestion.

The tram schemes will help improve public transport in Poznan, thus increasing its attractiveness and reducing use of private vehicles, reduce CO₂ emissions, pollutants, noise and improve road safety. The social schemes (educational facilities, housing for teenagers, housing for elderly and the animal shelter), will contribute to the social fabric of the city and are thus also positive for the city residents as well as the direct beneficiaries.

Social Assessment, where applicable

Some project will have a significant positive impact on the welfare of the direct beneficiaries and their immediate family members. These are the homes for orphaned teenagers, the old people's home and the educational facilities. The Promoter is taking into account the latest best practice in the design of the facilities to ensure that the users have modern facilities.

The final alignment for the tram lines is not determined and there will be disruptions to residents and businesses in the vicinity of tram line. The Promoter is aware of their social obligations (in addition to their legal obligations) and will ensure that these disruptions are minimal and also mitigation measures are taken to minimise their impacts. The final overall benefits of the tram schemes are good in terms of social cohesion and functioning of the city.

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Conclusions and Recommendations

From the environmental perspective, the schemes that have received environmental approvals are acceptable for Bank financing. The other schemes have low environmental impact and the promoter is a competent promoter who should be able to manage the environmental risks in compliance with regulations.