

Environmental and Social Data Sheet

Overview

Project Name:	SILESIA URBAN INFRASTRUCTURE PROGRAMME
Project Number:	2017-0117
Country:	Poland
Project Description:	The project will support eligible investment schemes in selected cities of the Silesia region. The operation is expected to support urban development and infrastructure modernization. The loan will be structured as a Programme Loan for Framework Loans supporting cities in the region.
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

Environmental and Social Assessment

Environmental Assessment

The Programme Loan will support implementation of the development strategies and investment programmes of selected municipalities in the Silesia region (Lower and Upper Silesia regions). The location and final scope of sub-operations are not entirely known at this stage. Currently, only some cities, acting as potential promoters of the investments, have been identified. However, it has been set that investments eligible under this operation may comprise urban transport infrastructure and systems, urban renewal, revitalisation and regeneration including public buildings modernisation dedicated to education, health and social care, culture and administration, energy efficiency and environmental protection.

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 eligible 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.

It is foreseen that the Programme will have an impact on the environment both during construction and operation. At construction stage, it will increase noise levels, and will impact

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.

water and air quality. Adequate mitigating measures will be required 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.

Investments in public buildings and other urban infrastructure (social, health, culture, education and sports facilities) will typically comprise rehabilitation and modernisation, rather than new construction. Many of the schemes will therefore not likely to fall under the EIA Directive. Improvements in this infrastructure should lead to improvements in energy efficiency as well. The Programme's impact at the construction stage is expected to be short-term 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. The Bank will verify whether special mitigation measures according to legal emission thresholds including the construction of noise barriers or fences will be applied where needed.

Overall long-term effects should be positive (reduction of noise, energy savings). The Project is expected to include sustainable mobility schemes (e.g. public transport infrastructure, rolling-stock, pedestrian areas, bicycle paths, Smart City components), which contribute to the climate mitigation objectives of the Bank.

Social Assessment

No separate social impact assessments have been carried out; however, it is generally deemed that the overall social impacts of the proposed Programme Loan (comprising several sub-operations) 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.

Conclusions and Recommendations

Environmental and Social issues will be reviewed case/bz/case for each underlying Framework Loan with specific recommendations as appropriate. For each underlying Framework Loans a separate Environmental and Social Data Sheet will be published.

The Promoters will be required to act according to the provisions of the relevant EU Directives, including SEA (2001/42/EC), EIA (2014/52/EU amending 2011/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives and Water Framework Directive (2000/60/EC) as transposed into national law. In projects where applicable, the Promoters will be requested to deliver the NTS of EIAs to the Bank before Bank funds are allocated.

For Schemes having a potential impact on protected areas including Natura 2000 sites, the Promoters have to provide evidence of the compliance (including screening) with the Habitats and Birds Directives (if applicable) before the Bank funds are allocated. For schemes triggering art. 4.7 of the Water Framework Directive (WFD), the promoter has to provide evidence of the compliance with the WFD before the Bank funds are allocated.

The Programme is expected to contribute to more efficient urban transport systems and sustainable mobility with reduction of emissions, enhancement of quality of living and

efficiency of public services, preservation of cultural heritage and environmental sustainability of the cities including energy savings. The investments will thus contribute to more sustainable urban development and are in line with the Bank's criteria for the sector.

The investments will be implemented by selected cities in Silesia region which are deemed to be sufficiently experienced in carrying out investment schemes of such type.

In conclusion, the overall environmental and social impact of the proposed Programme Loan is expected to be positive and subject to conditions mentioned above, the Programme is considered acceptable for EIB financing from environmental and social point of view.

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