

Environmental and Social Data Sheet

Overview

Project Name:	Czestochowa Urban Infrastructure III
Project Number:	2017-0431
Country:	Poland
Project Description:	The project will support eligible investment schemes in the city of Czestochowa. The operation is expected to support urban development and infrastructure. The loan will be signed under the Programme Loan SILESIA URBAN INFRASTRUCTURE PROGRAMME (2017-0117).
EIA required:	Multiple-scheme operation. Some of the schemes may 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")

Environmental and Social Assessment

Environmental Assessment

The operation is classified as a municipal framework loan (FL) under the Programme Loan: Silesia Urban Infrastructure Programme. The EIB financing will support implementation of a development strategy of the City of Czestochowa in southern Poland with about 227 thousand inhabitants. It will comprise small and mid-size schemes (cost below EUR 50 million) dedicated mainly to rehabilitation and construction of urban roads, public transport, water, social, health, education and other public infrastructure and services.

This will be the fourth operation with the City of Czestochowa (the Promoter). The project is in line with the Czestochowa development strategy (not subject to Strategic Environmental Assessment) and supports the multi-annual financial forecast approved for the period of 2017 to 2031. Most of the individual projects will be located within the city boundaries of Czestochowa.

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

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.

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 schemes may be located in the vicinity of Natura 2000 areas, thus requiring EIA screening procedure. However, at this stage there were no identified projects located directly in Natura 2000 zones.

Investments in social, culture, sports and education facilities primarily comprise rehabilitation and modernisation, rather than new construction, thus many of the schemes are not likely to fall under the Annex I or Annex II (screened in) of the EIA Directive (2014/52/EU amending Directive 2011/92/EU). This is also to be the case also for some new construction schemes localised in urban areas (e.g. sport halls for schools). In cases where EIA is to be required (e.g. mostly schemes concerning construction of urban roads), the Promoter will be requested to provide the Non-Technical Summary to the EIB before the funds are allocated.

At construction stage, the Project is expected to 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 and 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. Overall, 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 may be proposed in line with 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 will comprise extension of the public transport system, investment in bicycle infrastructure, intermodal passenger transport nodes as well as intelligent traffic management system, all aimed at achieving modal shift towards greater use of public transport. Against this background, the project is expected to entail a positive contribution to the Bank’s Climate Action objective.

Social Assessment

The City development strategy is a public document subject to extensive public consultations and approvals. It is deemed that the project will be positive in social terms as it responds to the general unfavourable population growth trends by focussing on enabling growth through better integration with the Pan-European transport corridor, and by improving the quality of life in the City by reducing travel times, congestion and pollution from car traffic. The housing component of the project is directly targeted at the vulnerable social groups providing more balanced living conditions in the city.

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

The Promoter 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 laws. In projects where applicable, the Promoter will be requested to deliver the NTS of EIAs to the Bank before Bank funds are disbursed.

For Schemes having a potential impact on protected areas including Natura 2000 sites, the Promoter has to provide evidence of the compliance (including screening) with the Habitats and Birds Directives (if applicable). 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 disbursed.

The overall environmental and social impact of the project is expected to be positive, with improved environment and citizens' quality of life, especially in matter of improvement of the public transport system, urban road network, and energy efficiency in buildings (contributing also to the climate mitigation objectives of the Bank). Potential negative effects (e.g. dust and noise during construction) will be alleviated by implementing effective mitigation measures.

The institutional capacity of the promoter (City of Czestochowa) to manage the environmental and social issues is deemed good or adequate. Therefore, subject to the conditions described above, the project is acceptable for the Bank in environmental and social terms.