

Environmental and Social Data Sheet

Overview

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| Project Name: | ZACHODNIOPOMORSKIE REGIONAL FRAMEWORK II |
| Project Number: | 2016-0122 |
| Country: | Poland |
| Project Description: | The operation, structured as a framework loan, will support priority schemes in road safety improvements, sustainable mobility, culture and sustainable tourism, health and public buildings, included in the current investment programme of the Zachodniopomorskie region in Poland. The loan will be signed under the 2017-0081 Poland Regional Infrastructure Programme. |
| EIA required: | This is a multi-scheme operation. Some of the schemes may require an EIA under Annex II of the EIA Directive. |
| 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, structured as a Framework Loan, will support road safety improvements, sustainable mobility, culture and sustainable tourism, e-health and public buildings, included in the investment programme of the Zachodniopomorskie region in Poland.

The programme will contribute to the implementation of the West Pomeranian Regional Development Strategy (looking towards 2020)² and will thus help to achieve the objectives of improving accessibility and transport system in the region, preserving the cultural heritage, enhancing quality of life of inhabitants through upgrading of urban infrastructure and increasing tourism potential by improving environmentally friendly accessibility to natural landscapes in a way that protects habitats and species. This strategy was subject to Strategic Environmental Assessment (SEA), carried out in 2010. The majority of investments are due to be implemented within the framework of the Regional Operational Programme of West Pomeranian Voivodeship 2014-2020 (ZP ROP).

The schemes are expected to have a limited temporary impact during the construction phase usually through an increased local traffic and construction and demolition waste generated. These impacts could be mitigated by adhering to a good practice and by following the recommendations of the competent authority. In the case of road safety and modernisation schemes, the intervention shall be limited to the existing lanes of the roads as well as other

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.

² The new West Pomeranian Regional Development Strategy up to 2030 was adopted by Resolution No 1773/16 and was sent for public consultation. In accordance with the timetable foreseen, the adoption of West Pomeranian Regional Development Strategy should be completed in October 2018.

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existing transport structures, which reduces potential impacts to a minimum. However, the road schemes are expected to have limited residual impact in the operational phase. Small infrastructure schemes are not expected to have negative environmental impacts. As far as public buildings are concerned, there are a number of positive effects expected, including energy savings in buildings owned by the region as a result of insulation of walls and roofs, changing windows and other energy efficiency measures.

Sustainable mobility components, energy efficiency measures within the refurbishment of the public buildings and sustainable tourism components (cycle paths) will contribute to the Climate Action (mitigation). The last will improve environmentally friendly accessibility to natural landscapes in a way that protects habitats and species.

Polish regions are impacted by climate change through increasing frequency and intensity of natural hazards e.g. droughts, floods, excessive precipitation. While the natural disaster recovery schemes are a necessary reactive instrument that facilitates reconstruction of the infrastructure, more work is needed in the preparation and implementation of systemic adaptation measures.

Social Assessment, where applicable

The project is expected to bring a number of positive social impacts, including the increase in the quality of public services available to the inhabitants as a result of the refurbishment and modernisation of culture institutions and other public buildings. Furthermore, road safety improvements are expected to result in reduced number of accidents in the concerned areas.

Public Consultation and Stakeholder Engagement

Regional development strategy was subject to comprehensive and extensive public consultations. Individual schemes may also be subject to public consultation in line with the EIA law.

Conclusions and Recommendations

The Promoter (Zachodniopomorskie region) 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 Promoter 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 upon request before the Bank funds are allocated. For schemes triggering art. 4.7 of the Water Framework Directive (WFD), the promoters have to provide evidence of the compliance with the WFD before the Bank funds are allocated.

The overall institutional capacity of the Promoter to manage the environmental and social issues is deemed satisfactory. Given the nature of the operation and the procedures concerning EIA and nature protection put in place by the competent authorities in Poland, subject to the conditions mentioned above, the FL is acceptable in environmental and social terms.