

## Environmental and Social Data Sheet

### Overview

Project Name:	GORZÓW WLKP URBAN INFRASTRUCTURE
Project Number:	2018-0450
Country:	POLAND
Project Description:	The operation will support eligible investment schemes in the City of Gorzow Wielkopolski (Poland) in the 2017-2022 period. It will focus on urban development and infrastructure modernization. It is a Structural Programme Loan (SPL) to support the City's Development Strategy alongside ESIF grant funding. The potential list of SPL allocations include municipal schemes in urban transport (primarily tram line upgrades with smaller investments in cycle links and urban roads) with some investments in social facilities, education, culture, sports and other public infrastructure schemes. The final beneficiaries will be municipal authorities, public transport and road users, and residents.
EIA required:	This is a Structural Programme Loan operation. Some of the schemes may fall under Annex I or Annex II of the EIA Directive and have to be screened by the Competent Authority.
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

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

### Environmental and Social Assessment

#### Environmental Assessment

The operation is a Structural Programme Loan (SPL) to support the Development Strategy of the City of Gorzów Wielkopolski alongside ESIF grant funding. The potential list of SPL allocations submitted at appraisal stage by the Promoter comprises typical municipal works including the upgrading of urban transport infrastructure, education facilities, social facilities and development of urban spaces.

The objective of the operation is to improve the asset base of the City and to enable it to provide better public services, which can lead to improved competitiveness and have a positive impact on the human capital in the City. The investments will ultimately contribute to achieving the long-term development strategy of the city.

<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.

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All components of the operation are located in the City of Gorzów Wielkopolski, It is the second largest city in the Lubuskie Voivodeship and is also a co-capital of the Voivodeship (the other capital city is Zielona Góra). The Lubuskie Region is classified as “less developed region” in the 2014 – 2020 programming period.

All of the preliminary schemes are consistent with Gorzow Wielkopolski’s long-term strategy that guides investment in public infrastructure. The Strategy for Sustainable Development of the City of Gorzow Wielkopolski 2010-2020 has undergone all relevant approvals and was subject to Strategic Environmental Assessment.

Relevant environment EU Directives (SEA Directive, EIA Directive, Birds and Habitats Directives) have been transposed into national legislation.

Investments in urban transport infrastructure make up about 65% of the total cost of the project. The final beneficiaries will be municipal authorities, public transport users, road users, and residents.

Regarding investments related to urban transport infrastructure, significant positive effects are expected in terms of accessibility of the city, particularly for commuters; quality and comfort of urban public transport; modal shift from private car to public transport; efficient management of traffic flows in the city; cost and energy savings, as well as positive environmental effects (decrease in CO<sub>2</sub> emissions) and noise reduction. Therefore, this framework loan has elements that are expected to support climate action through investments in public transport and mobility.

For investments concerning public buildings there are a number of positive effects expected, including energy savings in buildings owned by the municipalities as a result of insulation of walls and roofs, changing of windows and other energy efficiency measures.

The construction/reconstruction works related to the tram project are expected to have some minor negative impacts during the construction/implementation period. Once the works are completed, it is generally expected that the overall net environmental impact will be positive.

Overall, the operation is in line with the Bank’s transport lending policy and the criteria for urban regeneration and integrated urban development in accordance with the provisions of the 2016 EU Urban Agenda, the EU 2020 strategy and the EIB Urban Lending Review. Some schemes will contribute to the Bank’s Climate action targets. Using the Bank’s methods, it is expected that approximately 36% of the project contributes to Climate Action Mitigation.

### **Social Assessment**

No separate social impact assessment has been carried out at appraisal. This aspect will be verified per scheme when they are submitted to the Bank for allocation.

However, it is deemed that the overall social impact of the SPL will be positive. This assumption is based on the expected outcomes of the programme representing mix of transport and mobility investments, investment in education and sport, as well as the public and social facilities.

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

Relevant public consultation with local government units, public institutions and professional bodies, as well as public participation, was carried out during the preparation of the Strategy for Sustainable Development of the City of Gorzow Wielkopolski 2010-2020, which was adopted in 2010.

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## Conclusions and Recommendations

An overall positive impact on the environment is expected with the implementation of the operation.

The institutional capacity, procedures and experience of the Promoter to manage environmental and social issues is deemed to be good.

### Disbursement condition

- Prior to disbursement against any specific scheme, the Promoter is to provide to the Bank documentary evidence that schemes comply with relevant provisions of the environmental EU Directives, including: EIA Directive (2011/92/EU as amended by 2014/52/EU); Habitats Directive (92/43/EEC); Directive 2001/42/EC concerning strategic environmental appraisal (SEA); and Birds Directive (2009/147/EC) as transposed into the national law, as well as Natura 2000 sites affectation. Should any scheme under this operation fall under Annex I or Annex II of the EIA Directive 2011/92/EU as amended by 2014/52/EU and be “screened in” by the Competent Authority, the Promoter shall deliver the corresponding EIA to the Bank before the respective Bank funds are allocated. The tram component was subject to the EIA assessment. The corresponding EIA decision and NTS will have to be reviewed prior to the allocation.

Subject to the condition mentioned above being met, the SPL is acceptable for EIB financing in environmental and social terms.