

## Environmental and Social Data Sheet

### Overview

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| Project Name:  | ZIELONA GORA MUNICIPAL INFRASTRUCTURE II  |
| Project Number:  | 2014-0715   |
| Country:   | Poland  |
| Project Description:   | The project focuses on financing small and medium-scale investment schemes, mainly in the fields of urban regeneration, sustainable transport, urban roads and education, in the City of Zielona Gora |
| EIA required:  | This is a multiple-scheme operation. Some of the schemes are likely to fall under Annex II of the EIA Directive and may be screened in.   |
| Project included in Carbon Footprint Exercise <sup>1</sup> : | no  |

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The investments selected for the EIB operation will contribute to enhancing the attractiveness of the city and its quality of life, improving accessibility within the city, increasing the sustainability of the transport system and the energy efficiency in public buildings.

The project is coherent with the urban development strategy of the City for which a public consultation with workshops took place in 2014-2015. However, there was no SEA as the urban development strategy document supporting the project is not a plan or programme but a strategic policy document.

The project is a multi-sector framework loan. Given the relative small size of the individual schemes, mostly in a EUR 2-8 million range, and the nature of the sectors concerned, most of the schemes are deemed not to have significant negative environmental impacts.

It is likely that some infrastructure schemes might fall under Annex II of the EIA Directive 2011/92/EU. Should any scheme under this framework loan fall under Annex II and be "screened in" by the Competent Authority, the Promoter shall deliver the NTS of EIAs to the Bank, if applicable, before the Bank funds are allocated. No scheme will fall under Annex I, given the nature and the magnitude of the investments.

The Competent Authority will be required to provide evidence of compliance with the Habitats (92/43/EEC) and Birds (2009/147/EC) Directives (Form A/B or equivalent) before the Bank funds are allocated. There is no Natura 2000 site in the City.

The overall environmental and social impact of the framework loan is expected to be positive, with improved environment and quality of life for the citizens, especially in matters of improvement of the urban road network, transport (low carbon urban transport with the project of 100% electrical buses and bicycle path network), energy efficiency in public buildings, and green areas. Furthermore the project is expected to contribute to climate change mitigation.

The institutional capacity of the Promoter to manage the environmental and social issues is deemed good and therefore, subject to the conditions described above, the Project is acceptable for the Bank in environmental and social terms.

<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.

## **Environmental and Social Assessment**

### **Environmental Assessment**

The Polish EIA law, which is fully 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 Lubuskie Regional Director for Environmental Protection.

The project will have an impact on the environment both during construction and operation. At construction stage, it will increase noise levels, and will impact water and air quality. Adequate mitigating measures have been considered for urban roads projects in the designs such as drainage systems, management of earthworks, waste, and landfills, replacement of damaged vegetation with local species, and wildlife protection through the construction of underpasses or rehabilitation of existing structures.

Investments in municipal facilities, including schools, primarily comprise rehabilitation and modernisation, rather than new construction, thus not falling under the EIA Directive. Improvements in this infrastructure should include those in energy efficiency. The Project's impact during construction will be short-lived and reversible, at a level which is deemed acceptable.

At operation stage, significant impacts will be related to noise and emissions from motor vehicle traffic linked to road projects.

However, there are numerous cycle track schemes and all the 80 buses of the City could be replaced by electric buses, which contribute to sustainable mobility.

### **Institutional Capacity of the Promoter**

The experience from the previous programming period 2007-2013 showed that all projects falling under the EU EIA Directive and "screened in" for EIA were managed in line with the requirements of the EIA Directive and the national legislative framework. The Bank received all necessary documents relating to the EIA process. The Promoter's institutional capacity to manage social and environmental risks within the framework of this operation is considered to be good.

### **Social Assessment**

No separate social impact assessment has been carried out; however, it is generally deemed that the overall social impacts of the framework loan are positive, with improved quality of life for the inhabitants of Zielona Gora.

### **Other Environmental and Social Aspects**

The City has not carried out any specific climate resilience analyses, however climate change is taken into account in the City's land-use planning through planning measures to maintain or increase the proportion of green spaces in the built up area.

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, contributing to upgrade the road network and public transport infrastructure to current safety standards.