

Luxembourg, 30 September, 2016

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>PLOCK MUNICIPAL INVESTMENTS</i>
Project Number:	<i>20160285</i>
Country:	<i>Poland</i>
Project Description:	The Project consists of the financing of small and medium-sized municipal investment schemes in the City of Plock, relating mainly to: municipal transport infrastructures; urban renewal and planning; environment; cultural, educational, recreational and healthcare facilities; municipal housing; and public buildings and related infrastructure. The investment will be carried out within the period 2016-2020.
EIA required:	This is multi-scheme Framework Loan operation. Some of the schemes may require an EIA under Annex I (i.e. Northwest Bypass) or Annex II ("screened in") of the EIA Directive.
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The EU SEA and EIA Directives (respectively 2001/42/EC and 2011/92/EC as amended) have been transposed into Polish law (Official Journal of the Laws 08.199.1227 and 2016.353 as amended). Where an Environmental Impact Assessment (EIA) has been or shall be carried out, information on the assessment and reports is published on the following website by the Regional Directorate for Environmental Protection (RDOŚ), which is subordinate to the Ministry of Environment:

<http://www.ekokarty.pl/wykaz/rdos-warszawa/index.php>

Although the Sustainable Development Strategy of Plock to 2022 (approved in 2008) was not the subject of a Strategic Environmental Assessment (SEA) the local development plans that translate the strategy at the local level have been subjected to such assessment.

There are no Natura 2000 sites situated within the municipal boundaries and none of the planned investments adjoin such a site.

<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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Owing to their relatively small scale, the great majority of the schemes under this Project are unlikely to require an EIA (with only the Northern Bypass identified as requiring one at this stage). 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.

The Project is likely to result in a number of positive environmental impacts. In particular, the Northern Bypass will result in the improvement of air quality in the city centre due to the removal of heavy vehicles, which will be complemented by investments in public transport and cycle lanes contributing to climate change mitigation. The upgrading of buildings with renewal energy/energy efficiency measures and the strong emphasis on investing in existing public buildings will improve the resource efficiency of the city, while the scheme related to the creation of an activity trail is expected to preserve green space, thus maintaining biodiversity.

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 will be considered 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. The project’s impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable

### **Social Assessment, where applicable**

The reconstruction of a social housing apartment block will necessitate the temporary relocation of the occupants to alternative suitable accommodation during the development period and these will be accommodated in the new building in accordance with the relevant social housing regulations upon completion.

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 Plock.

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

The Strategy was prepared with the active participation of local community representatives, the City Hall of Plock as well as entrepreneurs and non-government organizations. A specially created organizational unit (Group for Social Communication) within the City is responsible for carrying out consultations.

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## **Other Environmental and Social Aspects**

At present the City is carrying out an evaluation of the Sustainable Development Strategy of Płock to 2022, which will include report which shows progress of the implementation of the Strategy as well as an evaluation of the actions undertaken. This evaluation should enable the improvement of the Strategy and the identification of challenges and key issues, which should increase the likelihood of the effective implementation of this Project.

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

## **Conclusions and Recommendations**

Most of the investments proposed under this Project due to their scale and nature are not likely to have significant impacts on the environment, though this will be confirmed during the appropriate regulatory approval processes. The overall environmental and social impact of the Project is expected to be positive given the overall emphasis on the restoration and refurbishment of existing infrastructure, and the investments in public transport and resource efficiency, which are contributors to climate change mitigation.

It shall be a requirement that the Non-Technical Summary (NTS) of the EIA with respect to the Northern Bypass be submitted. Any other investments screened in for an EIA will be the subject of a requirement to furnish the Bank with the related NTS. The Promoter will be required to act according to the provisions of the relevant EU Directives, including SEA (2001/42/EC), EIA (2011/92/EU) and subsequent amendments (e.g. 2014/52/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives 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. However, given the relative small size of the individual schemes and the nature of the sectors concerned, most of the schemes are deemed not to have significant negative environmental impacts.

Schemes will be located outside protected areas including Natura 2000. Nevertheless, the Promoter has to provide evidence of the compliance with the Habitats and Birds Directives (if applicable) before the Bank funds are allocated.

The institutional capacity of the Promoter (Municipality of Płock) to manage the environmental and social issues, and mitigate any of potential minor negative impacts, is deemed good and therefore, subject to the conditions described above, the Project is acceptable for the Bank in environmental and social terms.