

**Public
Environmental and Social Data Sheet**

Overview

Project Name:	POLAND ROAD MODERNISATION IV
Project Number:	20190045
Country:	Poland
Project Description:	Construction and modernization of three road bypasses for cities in South Eastern Poland
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes

Environmental and Social Assessment

Environmental Assessment

The project concerns construction along a new alignment of a:

- (1) 12.3 km long 2x3 lanes Northern bypass of Krakow as part of expressway S52;
- (2) 9.5 km long 2 lane bypass of Tomaszow Lubelski as part of expressway S17;
- (3) 15.2 km long partially 2 lane and partially 2+1 lanes bypass of Stalowa Wola and Nisko as part of national road N77.

The project will improve traffic safety and efficiency in the four cities by making it possible to divert traffic from the city streets and increase transit traffic speed. The project sections are included in the National Road Construction Program 2014-2023 and the EU co-financed Operational Programme Infrastructure & Environment 2014-2020, both of which were subject to a Strategic Environmental Assessment in 2015. The project components fall under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA.

Northern bypass of Krakow

EIA report for the Northern Bypass of Krakow was prepared in 2012. On the 15 January 2016 Regional Director for Environmental Protection (RDOŚ) issued a positive Environmental Decision (ED) for the new road section. ED was appealed and the superior instance, i.e. General Director for Environmental Protection (GDOS), on the 30 November 2016 issued a decision partly changing the ED issued by the RDOS, while sustaining it as such. For the Modlnica junction, being part of the project, but not addressed in the above ED, a separate decision was issued on the 16 November 2017 by RDOS in Krakow. If, after completing the design stage for obtaining the construction permits, a Supplemental EIA decisions (SEIA) will be required, the Bank will request the Promoter to submit a copy of the SEIA decision prior to the disbursement for this component under the loan. The Promoter and the Contractor are planning to obtain construction permits and start the works during 2020.

Concerning the Habitats Directive (92/43/EEC), the project does not cross or border any Natura 2000 areas. The nearest sites - PLH 120069 Laki Nowohucskie and PLH 120004

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO2e/year absolute (gross) or 20,000 tonnes CO2e/year relative (net) – both increases and savings.

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Dolina Pradnika are situated at a distance of approximately 3-4 km away from the expressway alignment and are separated by settlements. In the Environmental Decision the competent authority has stated that, taking into account both - the distance and the likely impact of the investment, there is no likelihood of a significant negative impact on the species and habitats for which the sites have been designated.

Tomaszow Lubelski bypass

The EIA report for the Tomaszow Lubelski bypass was first elaborated in 2008. On 30 May 2008, a competent authority, i.e. RDOS in Lublin, issued a positive Environmental Decision. In 2016, due to the need of taking into account actual situation with housing development, change in noise level values and changes in the number of animal passes, the promoter submitted an application for modifying the Environmental Decision of 2008. After review and public consultations, the competent authority on 10 January 2017 issued a new Environmental Decision. The Construction permit first was issued in 2010 and was twice modified in 2018. The works started in 2019.

Stalowa Wola and Nisko bypass

For the Stalowa Wola and Nisko bypass the EIA report was first elaborated in 2009 and, after modifying, completed in 2011. On the 30 March 2012 a competent authority – RDOS in Rzeszow, issued a positive Environmental Decision. After the completion of the design documentation, the SEIA Report was submitted to the competent authority in August 2018. After review and public consultations, which took place in February and March 2019 with the impacted communities, on 9 April 2019 the competent authority issued the SEIA Decision. The Construction permit (ZRID) was issued on 19 April 2019 and the works started in May.

The alignment of the new bypass interferes with NATURA 2000 site PLH Dolina Dolnego Sanu – designated along the river San and stretching for 10178 ha. The project interferes on less than 0.01% of the territory and the impact is not creating significant fragmentation or loss of protected habitats. The impact on NATURA 2000 has been studied in the EIA and SEIA and required mitigation measures have been indicated in the Environmental Decision and construction permit. On 29 October 2019, the Competent Authority issued a declaration on the impact of the works on DK 77 Stalowa Wola and Nisko bypass NATURA 2000 sites, stating that the Project will not have a significant impact on protected sites and its integrity.

The EIA procedures, including analysis of variant solutions, public consultation, impacts along with mitigating measures and environmental monitoring, have been examined and procedures are carried out in accordance with the EU EIA Directive requirements. Negative impacts are varied and these include agriculture and forest land conversion, noise and vibration, visual intrusion and severance of communities and habitats. The Environmental Decisions specify a range of mitigating measures. The measures include installation of acoustic screens; drainage and wastewater treatment systems; re-planting of greenery; fencing; installation of antiglare screens; various restrictions on working hours and practices and requirements for regular monitoring.

A Climate change impact assessment was part of the tasks carried out during the Feasibility Studies and EIA analysis. The identified risks with the most significant probability and impact are related to flooding and snow loading. Most of the other risks are rated as low and medium and are related to temperature increase, precipitation increase, strong winds and possible landslides. The Promoter has incorporated the findings and recommendations from the EIA into the project design by applying best practice and relevant design standards. The design is adapted to the foreseeable climate change impacts and therefore the project, as designed, does not possess high risks related to climate change.

EIB Carbon Footprint Exercise

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The Project is included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of project in a standard year of operation:
 - Forecast absolute (gross) emissions are 208,000 tonnes of CO₂ equivalent per year;
 - Forecast emission savings are 28,000 tonnes of CO₂ equivalent per year.
- The Project boundaries are:
 - In the base case: the existing route between Modlnica interchange and Mistrzejowice interchange going through DK7 and DK79, the Southern Krakow bypass and the existing routes going through the cities of Tomaszow Lubelski, Stalowa Wola and Nisko.
 - In the “with project” case: the three bypasses in addition to the roads used for the base case.

The baseline is the forecast third party emission, in the absence of the project, from the existing network, only within the boundary defined above. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Social Assessment, where applicable

The expropriation process and payment of compensations for Krakow bypass component was still underway at the time of appraisal. All expropriation decisions have been taken based on the spatial plans and initial design. Part of the lands have been expropriated already, all house owners have been informed and the resettlement will start in the Q2 of 2020. For the whole Krakow bypass component it is necessary to expropriate 898 plots (148 ha) of urban, suburban and agricultural lands nearby the city of Krakow. 100 structures are to be demolished, including 19 residential houses. As for this component, some resettlement has not been completed yet, a certain risk of dissatisfaction may not be excluded until the process is completed. Experience shows that such risk may be minimised by applying well planned expropriation procedures involving professional staff and fair compensation for the expropriated property. This includes information to the owners about resettlement timing, based on real needs, and provision of a works calendar.

Land acquisition and resettlement for Tomaszow Lubelski and Stalowa Wola and Nisko components has been completed, compensations have been paid and the contractors have full possession of the construction sites. No significant disputes have been registered. For the Tomaszow Lubelski bypass 1023 plots with a total area of 100 ha were acquired. It was necessary to demolish 56 objects, including 11 residential buildings. For the Stalowa Wola and Nisko bypass the Promoter acquired 1235 land plots on 81 ha of mostly agricultural and industrial lands. 162 objects were demolished, including 5 residential buildings.

For the entire project, 3156 plots of land with a total area of 330 ha are to be acquired. 318 real estate structures are to be demolished, including involuntary resettlement from 35 residential houses. At a time of appraisal the Promoter didn’t report about any blocking protests.

For people living along the currently used roads (streets) crossing the communities, there will be a significant improvement in living conditions. Inhabitants and drivers will benefit from the improvements in traffic safety conditions. This will be possible due to the diversion of transit traffic from the city streets, distributing the traffic in Krakow area between the new Northern and existing Southern bypasses and increasing road infrastructure capacity and service

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levels. The traffic safety situation will be improved due to the closing of open access to the transit roads, constructing grade separated interchanges and providing emergency lanes. Vulnerable traffic users will benefit from constructed pedestrian lanes, under and overpasses, dedicated bicycle lanes and application of other active and passive safety measures. Road safety audits were elaborated at various stages of design process and, in accordance with the requirements of the EU and Polish legislation will be performed at pre-commissioning phase.

Public Consultation and Stakeholder Engagement

Extensive public consultation and stakeholder engagement during the different SEA's and EIA's related to the project has been organized in compliance with the requirements of the applicable legal framework. Prior to public consultation meetings, information was made available through publication in local media and posting on information boards and webpages of the municipalities impacted by the development. The proposals and recommendations received during the consultations were dealt with before issuing the environmental decisions, defining the technical requirements for the design and later checking when issuing the supplemental EIA decisions and construction permits. There is no particular risk of delays because of the potential public dissatisfaction.

Conclusions and Recommendations

The project components are included in the National Road Construction Program 2014-2023 and the EU co-financed Operational Programme Infrastructure & Environment 2014 – 2020, both of which were subject to a Strategic Environmental Assessment in 2015.

All three project components fall under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA. The EIA procedures have been completed. Designing and drafting of Supplemental EIA for the Krakow bypass component is underway. So far the project complies with applicable EU and Polish social and environmental legislation. Construction permits have been issued for Tomaszow Lubelski and Stalowa Wola / Nisko components.

A condition for disbursement shall be introduced, providing that prior to the disbursement of funds to be used for the S52 Expressway - Krakow Northern bypass component, the Promoter shall submit to the Bank a confirmation that the relevant Supplemental EIA decisions, required for issuing construction permits, have been obtained.

Under these conditions, the project is considered acceptable for EIB financing from an environmental and social point of view.

PJ/SQM/ECSO 17.01.2020