

Public

Environmental and Social Data Sheet

Overview

Project Name:	S6 EXPRESSWAY BOZEPOL - TRICITY BYPASS
Project Number:	20190047
Country:	Poland
Project Description:	The project concerns construction of an approximately 41 km long section of S6 expressway between Bozepole and the "Tri-City" (metropolitan area consisting of Gdynia, Sopot and Gdansk) bypass.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes

Environmental and Social Assessment

Environmental Assessment

The project concerns construction of a new 41 km long mostly 2x2 lane expressway and reconstruction and reconfiguration of crossing, connecting and service roads necessary to the adjacent local communities. It also includes design and construction of an efficient drainage system and runoff water treatment facilities, which are adapted to the potential negative impacts of climate change as well as relocation of utilities, installing of road safety equipment, acoustic screens, lighting, etc. For implementation purposes, the project is divided and was contracted in three sections:

- 10.4 km Section I Bozepole Wielkie – Luzino (with interchange);
- 10.3 km Section II Luzino- Szemud (with interchange);
- 20.2 km Section III Szemud – Gdynia Wielki Kack (with interchange).

On most of its length, the alignment is new, except for a part on the Section III between the interchanges Chwaszczyno and Gdynia Wielki Kack, where for 4.5 km the alignment follows the existing national road DK20 and most of the driveway will be widened to 3 traffic lanes in each direction.

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.

The EIA report was elaborated in October 2010 and later amended (five annexes) in 2012 and 2013. On 30 May 2014, the competent authority, i.e. Regional Director for Environmental Protection (RDOS) in Gdansk, issued a positive Environmental Decision (ED). ED was appealed and the superior instance, i.e. General Director for Environmental Protection (GDOS), on the 18 December 2015 issued a decision partially changing the RDOS decision, while sustaining it for the majority of scope. On 4 January 2016, GDOS issued a separate decision for the changed part of the RDOS decision. One complaint was lodged against the GDOS decision to the Voivodeship Administrative Court in Warsaw (WSA), which on 9 November 2016 dismissed the appeals. Court's decision is in force.

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.

Supplemental EIA reports were elaborated in 2019 and after review and public consultations, the competent authority RDOS issued SEIA Decisions for Section I on 23 December 2019 and for Section II on 11 October 2019. Section III is divided in two sub-sections and is subject to two separate SEIA Decisions. For the first sub-section, the decision was issued on 20 September 2019, and on 2 October 2019 for the second sub-section.

The project implementation requires five construction permits (ZRID) - two for Sections I and III each and one for Section II. Four ZRIDs were issued until the time of project appraisal. For the first stage of Section I, ZRID was issued on 10 January 2020. For the second stage of the Section I, the process is ongoing and, therefore, the Bank will request the Promoter to submit a copy of the ZRID decision prior to the disbursement for this component under the loan. For the Section II, ZRID was issued on 21 October 2019. For the two sub-sections of Section III, ZRIDs were issued on 24 September 2019 and 10 October 2019 respectively. ZRID decisions for Sections II and III were appealed and now are under consideration by the Ministry of Development. The decisions are expected later this year. At the same time, according to the Polish legislation, works, land expropriation and resettlement are taking place in parallel. The Bank will request the Promoter to undertake submitting a copy of the decisions regarding the appealed ZRIDs as soon as available.

Concerning the Habitats Directive (92/43/EEC), the project does not cross or border any Natura 2000 areas. The nearest sites - PLB 220006 Lasy Leborskie and PLH 220006 Dolina Gornej Leby are respectively 1.2 km and 2.5 km away from the expressway alignment. In its decision issued on 3 April 2018, the competent authority has stated that, taking into account both the distance and the likely impact of the investment, there is no likelihood of significant negative impact on the species and habitats for which the sites have been designated. The implementation of the project does not disrupt the integrity of the individual Natura 2000 sites or Natura 2000 as a whole.

Overall, the EIA procedures and public consultations, including analysis of variant solutions, assessment of impacts along with mitigating measures and environmental monitoring needs have been examined and procedures have been 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, animal passes, 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 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 and strong winds. 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

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 174,000 tonnes of CO₂ equivalent per year;
 - Forecast emission savings are 5,000 tonnes of CO₂ equivalent per year.
- The Project boundaries are:
 - In the base case: the existing route of national road DK6 between Bozepole and the interchange Gdynia Wielki Kack;
 - In the "with project" case: the new S6 route in addition to the national road section used for the base case.

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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

The expropriation process and payment of compensations was still underway at the time of appraisal. All expropriation decisions have been taken by issuing ZRID and most of the plots have been expropriated already, all house owners have been informed and the resettlement was underway. For the whole project it is necessary to expropriate 1879 plots (585.73 ha) of mainly forest and agricultural, but partially also sub-urban and urban lands. In total 249 structures are to be demolished, including 74 residential houses. As the resettlement process is still underway, 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.

For people living along the currently heavily used roads (streets) crossing the communities, the project will provide for significant improvement in living conditions. Inhabitants and drivers will benefit from improvements in traffic safety conditions. This will be possible due to the diversion of transit traffic from the city streets, distributing the traffic to and from the Tri-City area between the new expressway and the existing national road and increasing road infrastructure capacity and service levels. The traffic safety situation will be improved due to the closing of open access to the expressway, constructing grade separated interchanges and providing emergency lanes. Road safety audits were elaborated at various stages of the design process and, in accordance with the requirements of the EU and Polish legislation will be performed also at pre-commissioning phase.

Public Consultation and Stakeholder Engagement

Extensive public consultation and stakeholder engagement during the different SEA and EIA phases 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 checked at issuing the supplemental EIA decisions and construction permits. Although certain decisions have been appealed and are under consideration by the competent authorities, the Promoter doesn't foresee particular risk of delays because of the potential public dissatisfaction.

Conclusions and Recommendations

The project is 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.

Project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA. The EIA procedures is completed. Project design, drafting of Supplemental EIA and issuing of SEIA decisions were also completed at the time of appraisal.

Four out of five construction permits (ZRIDs) have been issued. So far, the project complies with applicable EU and Polish social and environmental legislation. The Bank will request the Promoter to submit a copy of the ZRID decision for the second stage of the Section I prior to the disbursement for this component under the loan.



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The Bank will request the Promoter to undertake submitting a copy of the decisions by the Minister of Development regarding the appealed ZRID decisions for Sections II and III as soon as available.

PJ/SQM/ECSO 04.03.2020