



European Investment Bank (EIB)

Luxembourg, 27 April 2020

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	S7 Expressway (Gdansk-Elblag)
Project Number:	2016-0014
Country:	Poland
Project Description:	The project consists of the construction of almost 40 km long 2x2 expressway partially along the existing and partially on a new alignment between Koszwały and Kazimierowo located in two northern voivodeships – Pomeranian and Warminsko Mazurskie.

Summary of Environmental and Social Assessment at Completion

The project involved the construction of a 39.6 km long section of S7 expressway in a largely rural environment. The project was divided into 2 sections, according to the location in a respective voivodeship (region), and both sections were subject to a full EIA procedure.

The project crosses the Natura 2000 site "Dolina Dolnej Wisly – Vistula River Valley" (PLB220003) and is in the vicinity of sites "Zatoka Pucka" (PLB220005), "Ostoja w Ujściu Wisly" (PLH220044), "Ujście Wisly" (PLB220004) and "Jezioro Druzno" (PLB280013 and PLH280028). The relevant EIA reports did not identify any likelihood of significant negative impact on these sites and as a result, the Competent Authority for Nature Conservation issued a statement confirming this opinion.

The project crosses the River Vistula for 1,000 metres (from circa km 25+500 to km 26+500), a Natura 2000 site, (Dolina Dolnej Wisly, PLB220003). The area taken by the project is 5.16 ha, which corresponds to 0.01% of the Natura 2000 area. Appropriate Assessment has led to the conclusion that the impact on the site and the species targeted by the conservation objectives on this site is not significant. The route also intersects the nationally protected landscape area of Zulawy for about 8 km (from circa 17+482 to km 25+500). The EIA has assessed potential impacts on the area, and mitigation measures were applied to eliminate the negative impact caused by the construction works and are also foreseen for the operating phase of the project.

The main residual negative impacts of the project were: conversion and permanent loss of about 617 hectares of largely agricultural land; additional noise, vibration and visual intrusion for those properties close to the new section; degraded local air quality next to the new road; severance for communities living adjacent to the new road; and the involuntary resettlement of about 107 properties, including 40 residential homes.

The Environmental Decisions provided for a number of mitigation measures including: prohibition of certain construction activities during nesting periods of protected species; design restrictions on the bridge across the River Vistula so that it allows unimpeded movement of birds; installation of acoustic barriers; construction of pedestrian facilities and bicycle paths; construction of crossings for fauna; extensive drainage and runoff water treatment systems; plantation of greenery.



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Permanent environmental supervision was carried out during the project implementation, and no issues were raised to the Bank.

Ex-post impact assessment of the project included air, soil and groundwater pollution; noise levels and monitoring of the nesting population of protected species within the boundaries of the River Vistula Natura 2000 area. The assessment of noise levels demonstrated no exceedances of noise limit values for the sections of road studied in areas to be protected from noise.

The results from foreseen five-year nature monitoring, ornithological and effectiveness of animal crossings and planting of greenery, will be known at the end of 2024. The post-implementation analysis will be presented to the Regional Director for Environmental Protection in Gdansk and Olsztyn.

Social Assessment

Around 1155 plots covering 617 ha of land were expropriated because of the project, including the involuntary resettlement of about 107 properties, including 40 residential homes. Appropriate compensations were paid in accordance with the applicable national laws and regulations. Land acquisition was completed and contractors had access to the entire construction site before works started. In a number of cases where the level of compensation could not be agreed in a mutual settlement, it was settled in the judicial process according to national laws.

In line with regulatory requirements, public consultation took place during the proceedings to grant the environmental consents. Written suggestions were received from a limited number of individuals and were taken into account as much as feasible and in line with national legislation.

Other Environmental and Social Aspects

The project lies on the TEN-T network and is therefore subject to the provisions of Directive 2008/96/EC on road safety management requiring for road safety audits to be performed at various stages of the project (project concept, detailed design, and preparation for opening to traffic and 12 months after opening to traffic). At the time of the Project Completion Report, all Road Safety Audits have been completed at the four stages of the project implementation as planned.

The project is expected to have some positive environmental impacts in terms of an overall reduction in green-house gas emissions due to significant decongestion effects, displacement of local emissions away from built up areas, as well as road safety improvements.

Summary opinion of Environmental and Social aspects at completion:

Based on reports received from the Promoter during implementation of the Project, and the results of the ex-post impact assessment, the project is considered to meet EIB Environmental and Social Standards to the satisfaction of the Bank.