



European Investment Bank (EIB)

Luxembourg, 9 December 2020

## Environmental and Social Completion Sheet (ESCS)

### Overview

Project Name:	<i>S7 AND S8 EXPRESSWAYS (TEN) - POLAND</i>
Project Number:	<i>20120202</i>
Country:	<i>Poland</i>
Project Description:	<i>The project consists of a construction along a mostly new alignment of a dual carriageway 2x2 lane expressway and associated access roads, consisting of three sections along the S7 (of total length 90,5 km), four sections along the S8 expressway (of total length 301 km) corridors (TEN-T) and a Kęпно bypass on S11 (of total length 4,4 km.)</i>

### Summary of Environmental and Social Assessment at Completion

#### **EIB notes the following key Environmental and Social outcomes at Project Completion.**

The project consisted of eight sections i.e. three along the S7, four along the S8 and the Kęпно bypass along the S11 expressway. All schemes fall under Annex I of the EIA Directive 2011/92/EU and all the EIAs were completed and environmental decisions were issued by the time of the project appraisal. At appraisal the Bank reviewed the EIA procedures, including variant solutions, results of public consultation, impacts along with mitigating measures and environmental monitoring and recognized that these comply with the EU legislation and the Bank's environmental and social standards. Missing information needs on environmental and social aspects of the project were identified and formulated as conditions for disbursement.

For contracting and implementation purposes, the project was divided into 20 contracts. 19 contracts were completed and the road was opened to traffic by 2015. The Kęпно bypass section was added to the project scope in 2015 by signing an Addendum to the Finance Agreement and completed by June 2018, as planned. During the implementation and prior to the disbursement the Bank's services verified fulfilment of the conditions for disbursement, related to issuing of declarations on project impact (Forms A/B or equivalent) by the Competent Authority in charge of monitoring Natura 2000 and obtaining of missing Supplemental EIA (SEIA) decisions forming part of the building permits. All required Natura 2000 declarations were issued with copies submitted to the Bank. SEIA decisions and building permits were issued and all works were completed as planned.

Being mostly a greenfield investment, the project triggered certain temporary negative impacts during the construction and has also permanent impacts during operational phase. These negative impacts varied in different sections, but in most cases include agriculture and forestland conversion, noise and vibration, visual intrusion and severance of communities and habitats. The environmental decisions specified a range of mitigating measures including installation of acoustic screens, further inventory gathering, planting of greenery, fencing, animal crossings, restriction of working periods and practices, usage of approved quarries, drainage works, archaeological works and regular monitoring.



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On the majority of the project sections, no significant environment or social issues were noted, whereas on several sections and contracts where impacts were stronger the Promoter applied targeted mitigation and monitoring measures, as foreseen in the environmental decisions by the competent authorities. In particular, this was the case on the following sections:

### **S7 section Wiśniówka – Chęciny (Kielce bypass)**

Project impacts two Natura 2000 sites: "Wzgórza Chęcińsko-Kieleckie" PLH260041 (PLH 26\_34), crossed on a length of approximately 2.0 km and "Dolina Bobrzy" PLH260014 (PLH 26\_04), crossed on a length of approximately 0.8 km. Additionally 1.0 km of Kielce bypass is located along the border of "Dolina Bobrzy" site. In SEIA, conducted before issuing construction permit, possible impacts of the investment on both Natura 2000 sites was analysed. The conclusion was that mitigation measures included in the design and conditions stipulated in statement issued by Regional Director for Environmental Protection (RDOŚ) in Kielce (dated 15th of July 2010) would provide adequate protection for both Natura 2000 sites. It was also confirmed that the investment will not have significant adverse impact on protected natural habitats and species, as well as the integrity of Natura 2000 sites. The following monitoring activities and analysis have been carried out to minimize possibility of potential negative impact of investment on environment:

- post implementation analysis regarding noise emission, rain and thaw water quality - performed between October 2014 - December 2014;
- monitoring of animal passes – in winter periods 2015-2017;
- monitoring of greenery – performed between 2015-2018.

### **S8 sections Wrocław – Olesnica and Oleśnica - Syców**

Expressway affects a Natura 2000 site "Kumaki Dobrej" PLH020078. The collision is insignificant, as only a small portion of investment touches the northern part of this site. The area was established mainly due to the presence of amphibian species. Their closest breeding areas (ponds) are in the distance of approximately 1 km from the project. There are no other Natura 2000 sites in proximity; the second closest is 3.5 km away. The main impacts include migration route of frogs, rare orchid location affected and bat habitats. Mitigation measures included constructing of animal passages including relocating frogs from site and directing them to the passages, replanting/relocating the orchids, bat protection and care, anti-glare screens, noise barriers, wild-life bridges, animal culverts, temporary waste collection holes/pits, drainage retention ponds, small fencing for amphibians. The following mitigation activities were implemented:

- installation of nesting boxes for bats in the neighbourhood of "Dobra River Valley", Ramiszów and Łoziny (100 pcs. for every 1000 running meters of forest): performed in 2011;
- meadow mowing in the neighbourhood of interchange (i/c) Łozina every year in September;
- planting of new greenery along expressway; performed in 2012.

Following monitoring activities were carried out on the Wrocław – Olesnica section to minimize potential negative impact on environment:

- monitoring of condition of replanted protected flora at i/c Łozina – performed in 2011;
- monitoring of condition of broadleaved forest habitat (injury, defoliation etc.) – end of 2020;
- monitoring the number of amphibians and operation of ecological corridor in Dobra River Valley and performing of post-implementation analysis – 2017;
- monitoring of greenery condition: 2015;



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- monitoring of death rate among birds and bats (collision with vehicles) – 2017.

Following monitoring activities were implemented on the Oleśnica - Syców section:

- post-implementation analysis regarding bats migration and death rate reduction in the neighbourhood of Ligota crossing – until 2014;
- post-implementation analysis regarding noise emission, rain and thaw water quality – until 2014;
- post-implementation analysis regarding amphibians migration and death rate reduction – until 2014;
- monitoring of greenery condition: - until 2015;
- monitoring of passes effectiveness for big animals and performing of post-implementation analysis – until 2017.

### ***S8 section Syców - Kępno – Wieruszów – Walichnowy***

On this section, the expressway does not collide with and there is no direct or indirect impact on any Natura 2000 site. In this case, an environmental decision was appealed by two (NGOs) - Klub Przyrodników (Environmental Club) and Towarzystwo Ochrony Środowiska "Las" (Environmental Protection Society "Forest"). The complaint concerned a number of issues, including amongst others acoustic protection and proximity to valuable habitats, as well as foreseen works during bird nesting season. The appeals triggered an introduction of changes in the environmental decision – a supplementary document issued by the General Director for Environmental Protection (GDOŚ). The following activities were carried out and are still ongoing:

- planting of 11 ha of fir forest - by 2014;
- transformation of existing forest into a fir forest on the area of 10 ha in forest inspectorate "Przedborów" – until 2014;
- 10 year monitoring of condition of the new greenery – until 2024.

### ***S8 section Walichnowy – Łódź***

Expressway affects one Natura 2000 site twice on subsections 5 and 6. "PLH 100021 Grabia" is a Special Area of Conservation (Habitats Area) and occupies the Valley of Grabia River with adjacent habitats. Competent authority declared that here is no significant impact on this site as only very small portion of protected area is occupied by the project – after completion only 0,0029 hectares, which constitutes 0,0017% of entire site. The site includes a protected population of invertebrates. The promoter built bridges (without piers in the river) over the protected area to minimise the impact during project implementation and operation. A number of mitigation measures were implemented, both during construction and during operational stage. The following monitoring activities were carried out to minimize potential negative impact of investment on environment:

- monitoring of new greenery condition – until 2020;
- monitoring of animal passes in terms of sustainability – until 2020.

Although this section is comparatively long – 113.3 km, since issuing of the environmental decision there were no significant complaints regarding construction process or investment location. The promoter timely answered and addressed questions and appeals. These mainly concerned acoustic screens and their location on certain subsections. An individual, living close to new expressway and Grabia River, complained about the project, requesting a change of the new road location or stopping of the project. After several steps of legal process, the Supreme Administrative Court eventually resolved the case. In the final ruling, the Court stated that all EIA procedures were applied in an appropriate way and the information on environmental issues was correctly presented. Competent administrative



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bodies issued all proper documents and decisions with EIAs performed correctly and in accordance with legal requirements.

### ***Social aspects***

Land acquisition was completed and contractors had access to the entire construction site before works started. Compensations were paid in accordance with the applicable national laws and regulations. In a number of cases, where the level of compensation could not be agreed in a mutual agreement, 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 and permits.

The project is expected to have positive impacts for the living environment along the existing route of national roads and along the roads from which traffic will divert. Communities adjacent to the old route are benefiting by way of improved safety, reduced noise, vibration and local pollution. Although the schemes have some negative impact, these have been assessed and adequate mitigating and management measures have been identified in consultation with relevant stakeholders and included in the final designs.

The project is part of 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. Statistics show a significant reduction in accidents comparing time before and during construction and time after opening to traffic on all sections. The reduction on different sections is in a range between:

- all accidents reduced by 65% to 84%;
- fatalities reduced by 73% to 88%;
- injuries reduced by: by 61% to 85%.

### **Summary opinion of Environmental and Social aspects at completion:**

EIB is of the opinion based on reports from the promoter and site visits by the EIB team during construction that the project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.