

Environmental and Social Data Sheet

Overview

Project Name:	S3 EXPRESSWAY SWINOJSCIE - SZCZECIN
Project Number:	2020-0645
Country:	Poland
Project Description:	The project concerns construction of the sections of S3 expressway between Swinoujscie and Troszyn as well as between Brzozowo and Szczecin.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes

Environmental and Social Assessment

Environmental Assessment

The project concerns improvement of the main road access to Swinoujscie port, which is one of the main seaports of Poland on the Baltic Sea. The project will complete modernization of the missing sections along the route between Swinoujscie and Szczecin to an expressway standard and complement already completed S3 expressway and A6 motorway sections. The project will address a number of non-continuous sections of the S3 expressway, which on most of its length follows the existing alignment of national road DK3. Total length of the project sections is approximately 65 km, in particular:

- (1) construction of a 33 km long 2x2 lane S3 expressway section between Swinoujscie and Troszyn;
- (2) construction of a 22.1 km long 2x2 lane S3 expressway section between Brzozowo and Miekowo;
- (3) construction of a 2,6 km and a 1.4 km long interchange sections between Miekowo and Rzasnica;
- (4) construction of a 3.5 km long common section of A6 motorway and S3 expressway between Rzasnica and Kijewo;
- (5) modernization of a 1.7 km long Kijewo interchange section on the A6/S3 motorway near Szczecin.

The project also concerns reconstruction and reconfiguration of crossing, connecting and service roads necessary to the adjacent local communities. After completion 25 km of the existing national road DK3 will be used as a local road. The project 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 in six works packages.

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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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 mandatory EIA.

For the project section between Brzozowo and Rzasnica (km 39+673 – km 86+500), which includes three project components with a total length of 26 km, environmental analysis was done in three procedures between 2010 and 2013. For the new Brzozowo bypass section EIA was completed in 2013 and an Environmental Decision (ED) by Regional Director for Environmental Protection (RDOS) in Szczecin was issued on 14 March 2013. For the section Brzozowo – Rurka an EIA was completed in January 2010. ED by RDOS was issued on 16 March 2011. Two environmental NGOs challenged the RDOS decision, so it was re-examined by the superior instance and on 4 August 2011 General Director for Environmental Protection (GDOŚ) issued a decision by which initial decision was partially amended. The GDOŚ decision was appealed to an Administrative Court. The court re-examined the case and upheld the GDOŚ decision and that ruling hasn't been subject to any appeal to the Supreme Administrative Court. For the section between Rurka and Rzesnica, the EIA was completed in January 2011, with the RDOS decision being issued on 3 October 2012. Supplemental EIA (SEIA) decisions, 7 in total, have been issued for these three project sections during 2018-2020, construction permits are in place and works are underway.

For the project section between Rzasnica and Kijewo (km 86+063 – km 94+190), which includes two project components with a total length of 5.2 km and is a common section for A6 motorway and S3 expressway routes, environmental studies were carried out in 2006 and amended in spring 2007. There were two procedures – one for the section between Rzasnica and Kijewo interchange and the other for the Kijewo interchange itself. Environmental Decisions were issued on 30 August 2007 and 27 July 2007 accordingly. Two SEIA decisions were issued in August 2010, construction permits are in place and works are well advanced.

The EIA report for the S3 expressway section between Swinoujście and Troszyn was elaborated in January 2018. The competent authority RDOS in Szczecin, on 28 August 2018 issued an Environmental Decision. It was appealed by three entities and the superior instance, i.e. GDOŚ, on the 6 March 2020 issued a new decision partially changing the RDOS decision amending certain mitigation measures defined in the RDOS decision. One of the three entities did not agree with the GDOŚ decision and re-appealed it to the Voievodship Administrative Court in Warsaw. The Court has not yet made a decision at the time of appraisal.

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, various restrictions on working periods, hours and practices as well as requirements for regular monitoring.

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A climate change impact assessment was part of the tasks carried out during the project analysis. Due to the project location, sea level rise was identified as a probable risk with the most significant impact. Other identified risks are rated as low and medium and are related to flooding, temperature increase, precipitation increase and strong winds. The promoter has incorporated its findings and recommendations from the analysis 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.

Natura 2000

The project passes through an area with 8 territories classified as Natura 2000 sites. Along its entire route the S3 expressway the alignment has been selected with an objective to minimise impact with Natura 2000 sites to the extent possible. Therefore, the new road is planned practically along the existing corridor of the national road DK3, which currently already crosses a number of Natura 2000 sites. Partially the new road will coincide with the national road and partially it will be built in parallel. A number of targeted measures have been put in place in the design to reduce, mitigate or manage the negative impacts. EIA Decisions provide for prohibition of certain construction activities during nesting periods of birds, protection fencing along Natura 2000 sites, installation of acoustic barriers, construction of crossings for fauna, fencing of culverts, groundwater monitoring, extensive drainage and runoff water treatment systems and plantation of greenery.

The 33 km long S3 expressway section between Swinoujście and Troszyn passes through sites PLH320019 "Wolin i Uznam", PLH320018 "Ujście Odry i Zalew Szczeciński", PLB320002 "Delta Świny", PLB320009 "Zalew Szczeciński", PLB320001 "Bagna Rozwarowskie" and PLB320012 "Puszcza Goleniowska". The EIA report addresses impact of the project on the protected sites.

It should be noted that during the appeal proceedings, the issue of the project's impact on Natura 2000 sites was analyzed in detail and the competent authority GDOŚ concluded that the project has a significant negative impact on the Natura 2000 area PLH320019 "Wolin i Uznam". In the absence of alternative solutions and taking into account the imperative reasons of overriding public interest consideration, including the social or economic nature, the competent authority established compensatory measures in line with art 6 (4) of the Habitats Directive to ensure that the overall coherence of Natura 2000 is protected.

The compensatory measure includes the preparation and the development of the documentation necessary to include 35.70 ha of habitat 2180 located on the spit between Dziwnów and Dziwnówek in the Natura 2000 network, which will be done by the promoter. Additionally, the promoter will develop, after consultation with the Regional Director for Environmental Protection in Szczecin, a project of active protection monitoring activities within 2 years of the decision and implement the actions indicated therein during the period of 5 years, with a start date as of the following year after the development of the activities. The above compensation measures were selected in such a way as to realistically and properly compensate for the losses caused by the project.

The project sections located between Brzozowo and Rzasnica interfere with NATURA 2000 sites PLB320012 "Puszcza Goleniowska" and PLH320013 "Ostoja Goleniowska". The project impact on Natura 2000 areas was analysed by the competent bodies during the procedure related to the environmental impact assessment, and the conclusion was that that the project will have no significant adverse impacts on the objectives and functioning of the sites.

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For the common section of S3 expressway and A6 motorway between Rzasnica and Kijewo interchange the competent authority confirmed that no significant adverse impact on the objectives of Natura 2000 site PLH320020 "Wzgorza Bukowe" is expected.

Although the project will have some negative impacts, these have been properly assessed and adequate mitigating, management and monitoring measures have been identified in consultation with relevant stakeholders and included in the final designs, which are subject to the SEIA decisions. It is expected that the project will also bring certain positive impacts on the quality of life for the communities crossed by the existing national road DK3 from which traffic will be diverted. People are expected to benefit from improved road safety, reduced noise, vibration and local pollution.

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 156,000 tonnes of CO2 equivalent per year;
 - Baseline emissions are 141,000 tonnes of CO2 equivalent per year;
 - Forecast emission increase is 15,000 tonnes of CO2 equivalent per year.

The Project boundaries are:

- In the base case: the existing route of national road DK3 between Swinoujscie and Szczecin (Kijewo interchange);
- In the "with project" case: the new S3 route replacing existing national road 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

At a time of appraisal the expropriation process and payment of compensations was completed for all but one project section: Swinoujscie – Troszyn. On other project sections expropriation decisions have been taken by issuing ZRID permits and 711 plots with a total area of 444 ha have been expropriated already. For the entire project it is necessary to expropriate another 393 ha of mainly forest and agricultural, but partially also sub-urban and urban lands. In total 117 structures are to be demolished, including 10 residential houses. As the resettlement process is still underway, a certain risk of dissatisfaction exists 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 works calendar.

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For people living alongside 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 heavy transit traffic from the streets, distributing the traffic between the new expressway and the local roads 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 EIA and SEIA procedures in relation to the project approvals 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 and defining technical requirements for the design, which were later checked at issuing the SEIA decisions and construction permits.

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.

The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring mandatory EIA. The EIA procedures are completed for all section, except the section between Swinoujscie and Troszyn, For the four project sections the construction permits (ZRID) have been issued before the time of project appraisal and works are well advanced. For the S3 section between Swinoujscie and Troszyn the contracts were signed in August 2020 and the design process is ongoing with no SEIA and ZRID decisions being issued yet.

As the EIA procedure for the section between Swinoujscie and Troszyn are yet to be concluded, the following requirement is to be met by the Borrower prior disbursement under the EIB Finance Contract against this section:

- in relation to section of the project between Swinoujscie and Troszyn, the EIB receives a copy of the SEIA reports and decisions (or an evidence that no such SEIA is required) and a confirmation on obtaining ZRID decisions (together with copies of such decisions).

The EIB Finance Contract should also include the following information undertakings of the Borrower:

- promptly inform the EIB with regards to any update communication with EC on the notification communicated as required by art. 6.4 of Habitats Directive;
- promptly inform the EIB about progress in the implementation of compensatory measures imposed by the competent authority;
- promptly inform the EIB about any changes/updates in the project design which may affect any decisions (including, among others, administrative decisions or internal decisions of the promoter) to implement the project;



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- promptly inform the EIB on any significant environmental, claims, proceeding or investigations commenced, pending or threatened with regard to environmental matters affecting the project;
- promptly deliver to the EIB final EIA decision for the section between Swinoujście and Troszyn.

So far, the project implementation complies with applicable EU and Polish social and environmental legislation.