Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

Environmental Impact Forecast for the draft Transport Plan of Wielkopolskie Voivodeship with prospects for 2020

Supplement C – summary in English

Poznań, July 2016

Fundusze Europejskie Program Regionalny

Samorząd Województwa Wielkopolskiego

ekovert

Unia Europejska Europejskie Fundusze Strukturalne i Inwestycyjne

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

NON-TECHNICAL SUMMARY

The Environmental Impact Forecast for the Transport Plan of Wielkopolskie Voivodeship with prospects for 2020 (hereinafter the Plan) assesses the potential environmental impact of the effects resulting from the implementation of the objectives of the document concerned.

The scope and degree of detail of the information required in the Forecast have been determined in accordance with Article 51 of the EIA Act, taking into account requirements specified in opinions of the Regional Director for Environmental Protection in Poznań [*Regionalny Dyrektor Ochrony Środowiska w Poznaniu*] and the Voivodeship Public Health Inspector of Wielkopolskie Voivodeship [*Wielkopolski Państwowy Wojewódzki Inspektor Sanitarny*].

The Forecast has been developed to ensure that the conclusions of conducted analyses, proposed mitigation of potential negative impacts, and recommendations have been useful at all levels of the implementation of the draft Plan. The information included in the Forecast will be available for use by the Voivodeship Council, being the Managing Authority of ROPWV 2014+, and by beneficiaries who, at further stages of application, will have to declare whether the project fits in with the assumptions included in the document for which the strategic environmental impact assessment has been carried out or from which it results, and whether its implementation takes into account the results thereof.

Sections one and two describe the objective and scope of the Forecast and the adopted methodology, and demonstrate the results of analyses related to the link between the draft Plan and international, Community, national and voivodeship documents.

The Plan is an implementing document of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020 within the framework of Thematic Objective 7. Promoting sustainable transport and removing bottlenecks in key network infrastructures (TO 7), included in the fifth priority axis (Investment priorities 7b and 7d).

The Plan includes an evaluation of the transport needs of Wielkopolskie Voivodeship and of the principles of selecting projects; these principles have been used to:

- create a list of investments on voivodeship roads administered by the Local Government of the Wielkopolskie Voivodeship and by towns with poviat rights, part of which may obtain funding within the Regional Operational Programme for Wielkopolskie Voivodeship 2014+ under a call for proposal procedure,

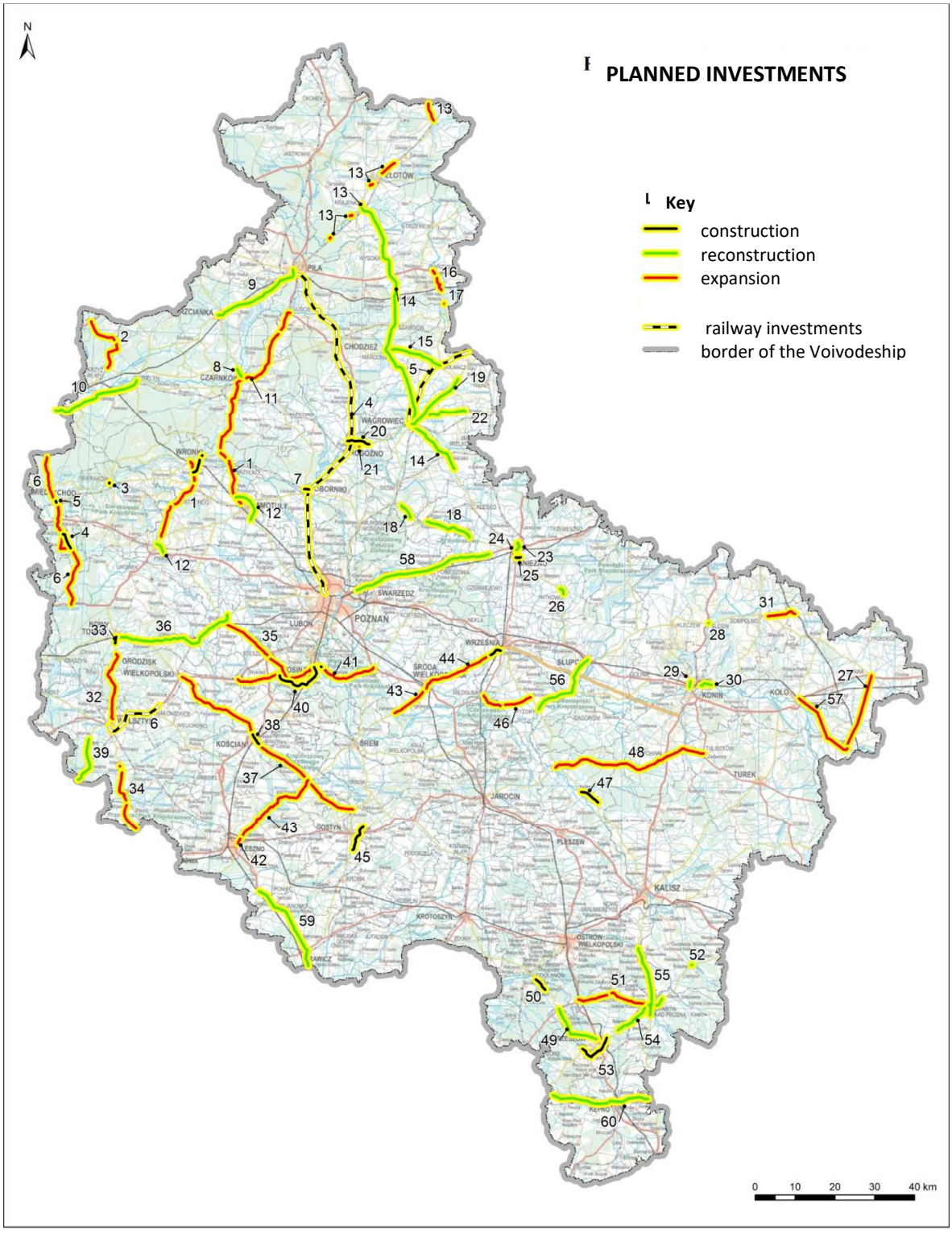
- create a list of investments with respect to rail transport (ultimately, non-competition projects will be determined that will be included on a list of identified projects, annexed to the Detailed Description of the Priority Axes of the Regional Operational Programme for Wielkopolskie Voivodeship 2014+),

- select projects for implementation within the Integrated Territorial Investments; establish main principles for the selection of transport projects for local (poviat and municipal) roads, and for the railway station infrastructure.

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

The result of the objectives of the Plan will be in conformity with the assumptions of the Regional Operational Programme for Wielkopolskie Voivodeship 2014+; result indicators assume that, in 2023, 24 km of new roads will be constructed and that further 256 km of roads on the existing routes will be upgraded or reconstructed. With respect to railway investments, the assumptions include the reconstruction or upgrade of 92 km, and the upgrade or purchase of new rolling stock units (16 units), renovation or upgrade of 10 railway stations, and construction or upgrade of 3 infrastructure centres to support and service the rolling stock

The following figure shows a list of investments included in the Plan.



Due to the fact that the draft Plan contains both the determination of general principles for the selection of projects for co-funding (in the form of principles of project selection) and a list of investments, the Forecast uses a mixed assessment model, i.e. in relation to the criteria for the

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

selection of projects, it uses a model based on the assessment of policies, namely the verification whether individual criteria take into account environmental aspects and enable to reward projects with a positive impact on the environment; on the other hand, in reference to the list of investments for implementation, the impact assessment of a particular investment on individual environmental components has been applied. Results of the impact assessments for individual investments are shown in tables in Addendum A to the Forecast; they have also been used to create a matrix of the impact of the entire Plan.

The assessment of individual investments has been prepared based on spatial analyses (using data provided by the Marshal's Office, data from the Regional Directorate for Environmental Protection, literature analysis, and experts' knowledge). These analyses are of a general nature due to the fact that these investments are at different levels of advancement; some of them have already received environmental consent decisions, while others have no project yet and their locations are approximate. Detailed environmental impact assessment will be carried out at the stage of building permits.

Results of the assessment and analyses completed for individual road and railway investments are presented in Addendum A in the form of an Investment Specification Sheet (tabular listing) and maps showing the approximate course of the investments against a topographic map and/or an orthophotomap, protected areas and the river system.

On a case-by-case basis, the Sheet presents information about the location and specification of the project in reference to protected areas, and a brief description of the planned investments. The Sheet also shows the assessment of potential effects for the environment carried out for individual components of the environment. The assessment is made based on scoring (negative impact from -3 to -1, positive impact from +3 to +1, no impact – zero scoring). Each scoring is justified and provided with recommendations regarding the minimisation of the negative impact of the investments on individual components of the environment.

Section 4 presents an aggregate statement of impacts of the investments included in the draft Plan, divided into individual components of the environment. The following table shows the summary of identified impacts.

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

Table. Summary of identified impacts resulting from the implementation of individual projects

No.	Name of the project	Biological diversity	Natura 2000 sites	Other protected areas	Wild-life corridors	People	Water	Air	Noise	Surface area	Landscape	Historical monuments and material assets	Plan
1	Reconstruction of the Wronki – A2 Motorway transport system (road extension and ring road construction)	-2	-1	-1	-2	2	1	2	2	-1	-1	1	0.00
2	Road no. 123, Huta Szklana – Przesieki (road extension)	-2	-2	-1	-2	2	1	1	1	-1	-1	0	-0.36
3	Road no. 133, Sieraków II bridge on the Warta River (bridge construction)	-1	-1	-1	-2	1	0	0	0	0	0	0	-0.36
4	Road no. 160, town of Łowyń (ring road construction)	-2	0	0	-1	1	0	1	1	-2	-2	1	-0.27
5	Road no. 160, Międzychód II bridge on the Warta River (bridge construction including accessways)	-1	-1	0	-2	1	-1	0	0	0	0	0	-0.36
6	Road no. 160, Sowia Góra – Miedzichowo (road extension)	-2	-1	-1	-2	2	1	1	1	-1	-2	0	-0.36
7	Road no. 178, town of Oborniki (ring road construction)	-2	-2	-1	-2	2	-1	2	2	-1	1	1	-0.09
8	Road no. 178, DW174 – Czarnków section (road reconstruction)	-1	-1	-1	-1	1	1	0	0	-1	-1	0	-0.36
9	Road no. 180, Trzcianka – Piła section (road reconstruction)	-2	-1	0	-2	1	1	1	1	-1	-1	0	-0.27
10	Road no. 181, Niegosław – Wieleń section (road reconstruction)	-1	-1	0	-1	1	1	1	1	-1	-1	0	-0.09
11	Road no. 182, Ujście – Piotrowo section (road extension, bridge demolition, embankment construction)	-2	-1	-1	-1	2	1	1	1	-1	-1	0	-0.18
12	Reconstruction of the Wronki – A2 Motorway transport system (ring road)	-1	0	0	-1	2	0	2	2	-1	-1	2	0.36
13	Road no. 188, Człuchów – Piła, Piła – Lipka section (road extension, bridge construction)	-2	0	-1	-1	1	1	0	1	-1	-1	0	-0.27
14	Road no. 190, Krajenka – Miłosławice section (road extension)	-2	-1	-1	-2	2	1	0	1	-1	-1	0	-0.36
15	Road no. 193, Margonin – Gołańcz section (road reconstruction)	-3	0	0	-1	2	1	1	1	-1	-3	-2	-0.45
16	Road no. 194, Wyrzysk – Osiek section (road extension)	-1	-1	-1	-1	1	1	0	0	-1	-1	0	-0.36
17	Road no. 194, town of Żuławka – bridge (on the Noteć River) (bridge reconstruction)	-2	-1	0	-1	1	-1	0	0	0	0	0	-0.36
18	Road no. 197, Rejowiec – Pawłowo Skockie section, Kiszkowo – Komorowo section (road reconstruction)	-1	-1	-1	-1	1	1	0	0	-1	-1	0	-0.36
19	Road no. 241, Morakowo – Wągrowiec (road reconstruction)	-2	0	-1	-1	2	1	0	1	-1	-1	0	-0.18
20	Road no. 241, town of Rogoźno (ring road construction)	-2	-2	-2	-2	2	-1	2	2	-2	-1	2	-0.36
21	Road no. 241, town of Rogoźno, the Mała Wełna River (bridge reconstruction)	-1	0	0	0	1	0	0	0	0	0	0	0.00
22	Road no. 251, Kaliska – Niemczyn section (road reconstruction)	-2	0	-1	-1	1	1	1	1	-1	-1	0	-0.18

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

23	Road no. 260, town of Gniezno (road reconstruction)	0	0	0	0	2	2	1	2	0	0	0	0.64
24	Road no. 260 Gniezno, ul. Warszawska – road extension and reconstruction of rail bridge over a PKP line	0	0	0	0	1	0	0	0	0	0	0	0.09
25	new road, town of Gniezno (new road construction)	0	0	0	0	-2	0	1	1	0	0	1	0.09
26	Road no. 260, municipality of Witkowo (road reconstruction)	0	0	0	0	1	1	1	2	0	0	0	0.45
27	Road no. 263 Kłodawa – Dąbie section from the junction with national road no. 92 to voivodeship road no. 473 (road extension)	-2	0	0	-1	1	1	1	1	-1	-1	0	-0.09
28	Road no. 263, town of Ślesin – bridge (the Warta – Gopło canal) (road extension and bridge reconstruction)	-1	0	0	-1	1	-1	0	0	0	0	0	-0.18
29	Road no. 264, town of Konin (street reconstruction and renovation)	0	0	0	0	1	0	1	2	0	0	0	0.36
30	Road no. 266, town of Konin (reconstruction)	0	0	0	-1	1	1	1	2	0	0	0	0.36
31	Road no. 269, Sompolinek – Lubotyń section (road extension)	-1	0	0	-1	1	1	0	1	-1	-1	0	-0.09
32	Road no. 305, Boruja Kościelna – Karpicko section (reconstruction)	-1	-1	0	-1	1	1	0	1	-1	-1	0	-0.18
33	Road no. 305, town of Nowy Tomyśl (construction of ring road and rail bridge over a PKP line)	0	0	0	0	1	0	1	2	-1	-2	0	0.09
34	Road no. 305, section from town of Solec to the border of the Voivodeship (road extension)	-1	-1	-1	-1	1	1	1	1	-1	-1	0	-0.18
35	Road no. 306, Buk section – junction with voivodeship road no. 431 (road extension)	-1	-1	-1	-1	1	1	0	1	-1	-1	0	-0.27
36	Road no. 307/308, Nowy Tomyśl – Buk section (road reconstruction)	-1	-1	0	-1	1	1	-1	-1	-1	-1	0	-0.45
37	Road no. 308, Grodzisk Wlkp. – Kunowo section (road extension)	-2	-1	-2	-1	1	1	0	1	-1	-1	0	-0.45
38	Road no. 308, town of Kościan (ring road construction)	0	0	0	0	-1	1	1	1	0	0	0	0.18
39	Road no. 315, Obra section – voivodeship road (road reconstruction)	-2	0	-1	-2	1	1	1	0	-1	-1	0	-0.36
40	Road no. 431, town of Mosina (ring road construction)	-2	-1	-1	-2	2	-1	2	2	-1	-1	1	-0.18
41	Road no. 431, Kórnik section – junction with national road no. 32 with town of Rogalinek – bridge (road extension and bridge construction)	-2	-1	-1	-2	1	1	0	0	-1	-1	0	-0.55
42	Road no. 432, town of Leszno (street extension)	0	0	0	0	1	2	1	2	0	0	0	0.55
43	Road no. 432, Leszno – Jerka section and Zaniemyśl – Środa section with town of Krzywiń – bridge (road extension, bridge reconstruction)	-2	-1	-1	-1	1	1	0	0	-1	-1	0	-0.45
44	Road no. 432, Środa Wielkopolska – Września (change of the route of the road and road extension)	-2	-1	0	-1	1	1	0	0	-1	-1	0	-0.36
45	Route no. 434, town of Gostyń (ring road construction)	-2	-1	0	-1	1	-1	2	2	-1	-1	0	-0.18
46	Road no. 441, Miłosław – Borzykowo section (road extension)	-1	0	0	-1	1	1	0	0	-1	-1	0	-0.18
47	Road no. 442, town of Chocz (ring road construction)	-2	0	0	-1	2	-1	2	2	-2	-1	2	0.09
48	Road no. 443, Tuliszków – Gizałki section with town of Gizałki – bridge (road extension with bridge reconstruction)	-2	0	-1	-2	1	1	0	0	-1	-1	0	-0.45

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

49	Road no. 444, section from the roundabout of national road no. 25 to town of Ostrzeszów (road extension)	-2	0	-1	-1	1	1	0	0	-1	-1	0	-0.36
50	Road no. 444, town of Świeca (ring road construction)	-2	-1	-1	-2	2	0	2	2	-2	-1	2	-0.09
51	Road no. 447, Grabów n/Prosną – junction with national road no. 11 (road extension)	-2	0	-2	-2	1	1	0	0	-1	-1	0	-0.55
52	Road no. 449, town of Brzeziny – bridge (on the Pokrzywnica River) (bridge reconstruction)	-1	0	0	0	1	0	0	0	0	0	0	0.00
53	Road no. 449, town of Ostrzeszów (ring road construction)	-2	0	-1	-2	2	-1	2	2	-2	-2	2	-0.18
54	Road no. 449, Zajączki – Giżyce (road reconstruction)	-2	0	0	-1	1	1	1	1	-1	-1	0	-0.09
55	Road no. 450, Ołobok – Smolniki (road reconstruction)	-2	0	-1	-1	1	1	0	0	-1	-1	0	-0.36
56	Road no. 466, Słupca – Pyzdry section (road reconstruction)	-1	-1	0	-1	1	1	1	1	-1	-1	0	-0.09
57	Road no. 473, Powiercie – Dąbie (road extension)	-1	-1	0	-1	1	1	1	1	-1	-1	0	-0.09
58	Road no. XXX, Poznań - S5 Gniezno Południe interchange (voivodeship road reconstruction)	-1	0	0	-1	1	1	1	2	0	0	0	0.27
59	Road no. XXX Kaczkowo – borders of Wielkopolskie/Dolnośląskie Voivodeships (voivodeship road reconstruction)	-1	0	0	-1	1	1	1	2	0	0	0	0.27
60	Road no. XXX (Syców) border of the Voivodeship – Kępno – border of the Voivodeship (Wieruszów) (voivodeship road reconstruction)	-1	0	0	-1	1	1	1	2	0	0	0	0.27
4	Upgrade of railway line no. 354 Poznań Główny Branch Station – Piła Główna (extended restoration of the railway line)	-1		0		3	1	1	2	0	0	1	0.78
5	Upgrade of railway line no. 356 Poznań Wschód – Bydgoszcz in Wielkopolskie Voivodeship, of material importance for the connection of small villages with Poznań on the Poznań Wchód – Wągrowiec section, stage II	-1	0	0	-1	3	1	1	2	0	0	1	0.55
6	Upgrade of railway line no. 357 Sulechów – Luboń in Wielkopolskie Voivodeship, of material importance for the connection of small villages with the Poznań metropolitan area on the Drzymałowo – Wolsztyn section, stage III	-1	0	0	-1	3	1	1	2	0	0	1	0.55
		-1.35	-0.50	-0.48	-1.10	1.25	0.59	0.71	1.00	-0.76	-0.75	0.25	-0.10

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

Key:

Scoring	Adopted definitions of scoring
1	A neutral impact with features of a positive impact of negligible scale or whose occurrence is only potential and its possible effects on the environment will be insignificant
2	A positive impact that may be felt as a significant reduction of existing environmental impacts
3	A positive impact that will be felt as a significant reduction of existing environmental impacts or that will considerably reduce currently present impacts
	No identified impacts or those identified are insignificant
-1	A neutral impact with features of a negative impact of negligible and insignificant scale or whose occurrence is only potential and its possible effects on the environment will be insignificant
-2	A negative impact that has a significant scale of impacts and that requires taking appropriate actions at the stage of design, implementation or operation of the project
-3	A negative impact associated with an irreversible negative effect that cannot be eliminated or minimised at the stage of design and that requires compensatory measures.

The analysis of obtained results confirms the significant impact of roads on resources of animated nature; in case of the Plan, a negative impact on biodiversity and wild-life corridors is the largest (the aggregate values are, respectively, -1.35 and -1.10), suggesting a possible significant impact. Negative impacts may also occur in relation to the landscape and the surface area because transport investments are associated with the occupation of land and changes in the landscape. We should bear in mind that the land take itself is identified as a negative action; however, there is no other option to develop the infrastructure. The impact of roads on the landscape may be effectively minimised using design solutions recommended by landscape architects.

It should also be noted that the implementation of most investments will involve a positive impact on people (the strongest positive impact of 1.25). The positive impact on people entails both better transport accessibility of the areas subject to the transport investments and the improvement of safety, with an additional bonus, in case of upgrade of roads, in the form of the expected noise reduction (by adapting roads to existing noise protection standards). A positive impact (however, of a low significance) should be expected with respect to water and air.

When drawing conclusions from the table, we should keep in mind that a negative impact of a given investment depends mostly on its final design and on the application of mitigation measures. Identified negative impacts can be minimised at the stage of preparation and implementation of investments. An aggregate analysis of the impacts shows that the aggregated environmental impact of the entire Plan will be neutral.

The greatest significance in the design of individual investments (both routes and technical solutions) should be attached to minimising the risk of the impact on biodiversity and wild-life corridors.

In the analyses carried out for the purposes of the Forecast, no significant impacts were identified that would require compensation. The identified impacts may be effectively minimised at the stage of environmental impact assessment by applying the relevant design standards. Leaving aside whether these standards will be applied or not, the above-mentioned identified impacts are, on a case-by-case basis, of a local scale that will be negligibly small in regional terms.

The analyses presented in sub-section 4.4 demonstrate that there have been no significant impacts identified the scale or nature of which would be big enough to impact the territory of Germany. For this reason, it is not necessary to carry out a cross-border environmental impact assessment.

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

The Forecast (in section four and the tables containing the assessment of individual investments included in Addendum A to the Forecasts) contains a number of suggested solutions to minimise negative impacts recommended for application at the stage of design and construction. These include mainly high design standards, considering environmental risks at the stage of construction, correct construction site planning and correct completion of the environmental impact assessment procedure. Furthermore, a variant analysis has been carried out for the criteria on the basis of which a list of projects to be implemented under the Plan has been created. The analysis of alternative options (outlined in S5.1) considers the possibility of introducing an additional criterion favouring investments that have a positive impact on the environment. Due to difficulties related to the development of objective principles for project assessment, this recommendation has been treated as a possible alternative variant.

Section five (sub-section 5.1) presents recommendations regarding the suggested changes to the Plan, demonstrated in the table below.

Significance	Type of recommendations
	Significant – its introduction into the Plan should be considered
	Less significant – its introduction into the Plan may be considered

Type of investment: r – road investments; rw – railway investments

Type r/rw	Part of the Plan/ investment no.	What the change involves	Proposed change including justification	Sgnfc
r	Criteria	In the criterion regarding the unit cost of investment per 1 km, description should be supplemented, specifying that no savings should be achieved by giving up on modern solutions that protect the environment and people.	The following wording should be added: When determining the value of the investment, we should take into account all the necessary measures to protect the environment and nature, and to minimise the negative impact on the environment, natural and landscape assets, and people. When designing roads, we should follow high design standards. The suggested approach will ensure the integration of environmental protection into the transport policy, and clearly indicate that Wielkopolskie Voivodeship roads are designed and constructed in accordance with the principle of sustainable development, whereas international, EU and national environmental protection objectives are implemented.	
r/rw	All investments	Provisions of the Plan should be supplemented with the recommendation regarding the application of design standards taking into account the minimisation of environmental impacts and adaptation of the investments to the changing climate	It is recommended that the following design standards should be used: • the correct preparation of variants regarding locations, taking into account both environmental and social issues, • the adaptation of roads and railway lines (newly constructed and upgraded) to the changing climate (resistance to washout, landslides, erosion), • when designing roads, the inclusion of the exposure of roads to flooding by juxtaposing the route of roads with flood risk maps if the proposed investment is subject to the occurrence of floods, taking into account in the design the need to remove effects of a flood wave (also in the context of runoff of pollutants from roads), • the management of rainwater (drainage; effective treatment; the design should take rainstorms into account; the calculation of drainage of rainwater and thaw water should not be based on the average annual rainfall because storm overflows, especially in areas with combined storm and foul drainage system, pose a serious hazard to the environment),	

			• with respect to the design of new road sections and in upgrade works regarding roads and railways, the avoidance of removal of trees, and in the cases where this is necessary, it is recommended that roadside plantings should be restored at an appropriate distance from roads (works carried out in stages; new plantings should be provided before felling older trees, so that animals can find new habitats); maintenance of a one-side tree row; introduction of another roadway outside of a tree row, • in case of upgrades and reconstructions, the inclusion of the possibility of minimising the negative impact, e.g. by construction of wildlife crossings or elimination of existing barriers for small animals (concrete ditches, curbs, etc.), • along newly built roads, the establishment, maintenance or restoration – in case of upgrades – of green verges (consisting of suitable species of deciduous and coniferous trees and shrubs), which will contribute to the protection of fertile soils from pollution (as well as against infiltration of pollutants into water).	
r/w	All investments	Introduction of additional requirements for beneficiaries	The recommendations regarding the reduction of the impact on individual components and those related to the manner of implementation of individual projects (outlined in Addendum A) should be taken into account at the environmental impact assessment stage, at the stage of preparation of design documentation and implementation of the investments; furthermore, beneficiaries should be required to express their opinion regarding how the conclusions of this Forecast have been or will be included at the implementation and operation stage[1].	
r/w	Road investment no. 4 and no. 17, and railway investment no. 4	Introduction of the recommendation of the cumulative impacts assessment	At the stage of the EIA, we should pay particular attention to the cumulative impacts assessment in the buffer zone of the Wielkopolski National Park, a Natura 2000 site: PLB300001 Middle Noteć River Valley and the Bydgoszcz Canal (the investments are close to each other and cumulative impacts may occur).	
r	Road investments no. 1, 2, 9, 13, 14, 15, 22, 27, 37, 43, 44.	Introduction of the recommendation of the cumulative impacts assessment	For these projects, the abandonment of mass felling of roadside trees avenues should be particularly considered. We should analyse possible and reasonable alternative variants that enable to achieve the objective of the project, while minimising the expected negative impacts.	

Further and more detailed recommendations are included in Investment Assessment Sheets (see Addendum A to the Forecasts); they relate mainly to recommendations for the design and execution stage of individual investments. It is recommended that the entities responsible for the implementation of individual investments should comply with detailed recommendations and warnings contained therein. In practice, this may be achieved through the introduction of relevant requirements in applications for funding of individual projects.

The zero variant (described in sub-section 5.3), i.e. the assessment of changes in the environment in case of discontinuation of the Plan, has showed the possibility of delays in the implementation of the

[1] In practice, this requirement will be introduced ultimately starting from 1 January 2017 under the *Act dated 9 October 2015, amending the act on the access to information on the environment and its protection, public participation in the environmental protection, and environmental impact assessments, and other acts,* because this Act adds the following Clause 7 to Article 66: **"An environmental impact report should include the information on the environment resulting from the strategic environmental assessment, significant from the viewpoint of the relevant project."**

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020

investments and the possibility of reduction of funding for the investments, which could limit the works only to resurfacing or result in abandoning of the construction of ring roads. As a result, there would be some negative impacts.

From the viewpoint of the procedure regarding the strategic environmental impact assessment, the most important aspect is monitoring whether the expected negative impacts are minimised as recommended in the Forecast. Information regarding the proposed monitoring is included in sub-section 4.5. With respect to the draft Plan, the monitoring of implementation of the investments contained therein should include the control of the EIA procedure for each individual investment provided for in the Plan. For this purpose, the system of implementation of ROPWV 2014+ should include a separate entity dealing with, among others, the verification of design documents and the assessment of projects with respect to their compliance with legal requirements related to environmental impact assessments. It is suggested that one evaluative ex post study should be carried out, assessing the actual impact of the implementation of this Plan on the environment.

The project is EU-funded by the European Social Fund and the Local Government of Wielkopolskie Voivodeship as part of the Regional Operational Programme for Wielkopolskie Voivodeship 2014-2020