

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>MODERNIZATION OF ROAD ACCESS TO PORT IN SZCZECIN</i>
Project Number:	2019-0382
Country:	Poland
Project Description:	reconstruction and modernization of road sections and intersections providing access to the port of Szczecin
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The scope of the project to be financed by the Bank covers the reconstruction and modernization of some 20 small road sections and intersections providing access to the port, which are also streets (city roads) that make up the communication system of the Międzyodrze area, a district of the city of Szczecin. The total length of reconstructed or modernized access roads to the port will be 9.8 km.

The investments to be financed are part of the Operational Plan for Infrastructure and Environment (OPIE) 2014-2020. They are also part of the Western Polish Development Strategy for 2020 and the Low Carbon Economy Plan for the Municipality of Szczecin. Both strategic documents have undergone a SEA, in compliance with EU SEA Directive 2001/42.

The components fall under Annex II of the EIA Directive 2014/52/EU amending Directive 2011/92/EU. The components have been bundled together with the construction of a new bridge over the Odra River, not financed by the Bank, and have been subject to a full environmental impact assessment. The decision of the competent authority, which is the Regional Director for Environmental Protection in Szczecin, No. 24/2019 on the environmental conditions of the consent for the implementation of the components became final on June 26, 2019 (WONS-OŚ.420.67.2018.KS).

The nearest Natura 2000 sites, namely Dolina Dolnej Odry PLB320003 and Dolna Odra PLH320037/PLB320003 and PLH320037, are located 1 km and further from the components to be financed. Due to the nature and location of the components, the competent authority has confirmed that the project will not have direct or indirect significant impacts on the Natura 2000 network of protected areas.

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<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

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At implementation stage, demolition and construction works will be performed and the project will increase noise levels and will impact water and air quality. Mitigation measures have been identified in order to reduce this impact, consisting in best construction practices. The project's impact at the construction stage will be short-lived and reversible and the proposed mitigation measures are deemed acceptable.

At operation stage, the project components will contribute to the improvement of the level of service of the road network to the port of Szczecin by improving load bearing capacity and geometric design of the targeted roads and intersections. The project is expected to improve traffic flow efficiency and road safety and reduce transport externalities such as congestion and road traffic accidents, noise, CO2 emissions and air pollutants.

The components to be financed are considered as Paris aligned as they concern urban streets rehabilitation that support the implementation of urban and regional development plans, with carbon reduction targets embedded, acceptable to the EIB.

### **Social Assessment, where applicable**

Due to the nature and location of the project, the project does not trigger any of the Bank's social standards.

The project is in line with the policy of equality between men and women, non-discrimination both at the implementation and operation stages. The project planned technical solutions including disabled persons such as pedestrian crossings with driveways, sound signalling at crossings for visually impaired persons.

### **Public Consultation and Stakeholder Engagement**

The project was subject to public consultations with the residents of the City of Szczecin in the period from June 10, 2016 to July 10, 2016. All comments from the public concerning the components to be financed by the Bank have been duly taken into account.

## **Conclusions and Recommendations**

As indicated above, the project will not have significant impacts on the environment both during implementation and operation and the proposed mitigation measures are deemed acceptable. At operation stage, the modernisation of the road access to the port will result in positive impact on the environment due to the reduction of road transport externalities (congestion, emissions, noise, road traffic accidents).

The investments to be financed are therefore acceptable for EIB financing in E&S terms