



Luxembourg, 18 March 2022

Public

Environmental and Social Data Sheet

Overview

Project Name: D1 BUDIMIR - BIDOVICE (FL20140465)
 Project Number: 2021-0252
 Country: Slovakia
 Project Description: Construction of the D1 Budimír – Bidovce motorway section of 14.4 km long and the express road R2/R4 section of 1.061 km long from the intersection of Košické Olšany to the intersection of Hrašovík on road I/50 (project construction started in 2016 and was completed. The road opened to traffic in 2019).

EIA required: yes
 Project included in Carbon Footprint Exercise¹: yes

Environmental and Social Assessment

Environmental Assessment

The project concerns the construction of a new 14.4 km 2x2 lanes motorway section of the D1 between Budimír and Bidovce and the construction of a 1.061 km 2x2 lanes express road section of the R2/R4 from the intersection of Košické Olšany to the intersection of Hrašovík on road I/50. The expressway section connects to the D1 by a “three-leg” motorway interchange.

The project route has a north-south direction from Budimír to the crossroads of Košické Olšany, and from this intersection, it has a west-east orientation until Bidovce.

The north-south section runs in parallel with the river Torysa and road I/50. The motorway alignment crosses the river Torysa at two locations.

The project section from Budimír to Košice Olšany is part of the eastern bypass of the city of Košice.

The project construction started in September 2016 and was completed and road open to traffic in December 2019.

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 Strategic Plan for Development of Transport Infrastructure in Slovak Republic (SR) until 2020, phase I-Masterplan 2020 and in the Strategic Development Plan of Transport Infrastructure of the SR by 2030, phase II-Masterplan 2030 which were subject to a Strategic Environmental Assessment (SEA) in 2014 and 2016 respectively.

The Project was subject to an EIA in accordance with the EIA national legislation in force at that time². The Environmental impact assessment procedure for the project D1 Budimír – Bidovce was initiated in 1996. The EIA Decision No. 974/96-4.2 for the section D1 Budimír – Bidovce was issued on 27.01.1998. The EIA decision has been published in Slovakia since 2006. Subsequently, the project was subject to three EIA screening procedures (Notification of Changes) in May 2013, July 2015 and September 2016. In addition to this, the Ministry of Environment carried out an EIA Compliance check of the project in 2018.

The Territorial Decision was issued in 2008 and the Building Permit in 2015. The project construction started in 2016 and completed in December 2019.

The EIA identified impacts related to noise, pollution, natural environment, water resources and agricultural and forest land. A number of mitigation measures were set during the multistage development consent procedure that can be summarised as follows:

During construction:

- Prevention of the release of harmful substance into soil and subgrade;
- Minimize intervention in certain areas during the vegetation period;
- Fencing of certain areas outside of the motorway identified in cooperation with the District Office of Environment;
- Minimization of felling of forest trees;
- Measures to prevent noise, emissions and air pollutants near urban areas;
- Archaeological Surveys.

During operation:

- Protection of watercourses from pollution;
- Fencing;
- Protection of overflying bees;
- Noise protection measures;
- Return temporary occupied lands to their original status.

Environmental Monitoring at construction commencement, during construction and during operation.

These mitigation measures have been implemented.

The following Natura 2000 areas are identified in the project's vicinity:

- SPA Košická kotlina (SKCHVU009) – 80 m from the road alignment.
- SPA Slanské vrchy (SKCHVU025) – 200 m from the road alignment.

The environmental authorities were consulted and the Appropriate Assessment (Ekojet, February 2014) was annexed to the Notification of Changes (NoCh) procedure of 2016, which concluded that the project would not have a significant impact on the Natura 2000 sites

² Act of the National Council SR No. 127/1994 on Environmental Impact Assessment.



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concerned. The assessment was elaborated in accordance with the Commission's Methodological Guide.

In relation to the Notification of Changes procedures (2013, 2015 and 2016), the Environmental competent authority (MoE) concluded that the impacts identified in the original EIA report were comparable or identical to the impacts of the changes introduced in the original proposed design. Accordingly, an updated EIA was not required.

The project benefits from EC grants³ under the Operational Programme (OPII 2014-2020). As part of the adoption of Operational Programme an EIA Compliance Check was implemented as follows: (1) Assessment of Alternatives (indication of main reason for choice, including environment)/Cumulative Impacts, (2) Project Modifications (3) Implementation of Articles 6.3 and 6.4 of the Habitat's Directive, (4) Implementation of Article 4.7 of the Water Framework Directive, (5) Analysis of the permitting process, (6) Public Information and Consultation and (7) Access to Justice.

In 2018, the EIA Compliance check of the D1 Budimír to Bidovce section (this project) was carried out and identified that the Appropriate Assessment did not assess the cumulative impacts of the project in relation to the foreseen continuation of the D1 motorway on the section (not part of the project) between Bidovce-Dargov/Pozdišovce towards Ukraine borders. This deficiency was mitigated in 2019 when the Appropriate Assessment for the continuation section of D1 was carried out.

In addition, the EIA Compliance check identified that the conditions related to the protection of the wetlands and the water regime were not properly implemented in relation to wetlands in Rozhanovce (not part of Natura 2000). As a consequence in 2019, in a written agreement with the SOP SR (Štátna ochrana prírody SR - State nature protection of the Slovak Republic), it was decided to implement a wetland revitalization project in Valaliky. The works will be implemented as part of the construction of the R2 Šaca – Košické Olšany II section (not part of this project) which is expected to start not later than 2024 and be completed by Q4 2027. To ensure the implementation of the wetland revitalization project the Bank has introduced an undertaking (see below under Conclusions and Recommendations). The lack of fulfilment of this undertaking will result in the cancellation of the funds allocated to this project.

The wetland revitalization project comprises the construction of impermeable sinks, water areas, a retention tank and an interconnection channel between water bodies. The project includes the elimination of invasive plant species and the reduction of shrub floors, as well as temporary and permanent guidance barriers for amphibians together with bird and bat collision barriers.

An "Assessment of the degree of adaptation of the project to the possible future effects of climate change" and a Climate change risk assessment on D1 Budimír – Bidovce project was produced as part of the Notification of Changes (NoCh) procedure issued in October 2016.

The assessment identified that the project would be significantly sensitive to strong winds, snow, ice, floods storms, high temperature and fog.

The climate adaptation measures adopted in the project include:

- Warning systems comprising meteorological-stations, ice detectors, variable traffic signs, video surveillance, and road traffic lights that will allow to identify and alert

³ EU Grant decision dated 18.7.2019



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(speed reduction or road closure) in case of extraordinary phenomena such as road flooding, severe snow, heavy winds, storms and ice.

- Noise barriers and bridge structures are designed for wind load in terms of STN EN 1991 (Eurocode 1) and national annexes.
- Bridge structures are designed for a hundred-year water-flow rate (Q100), including deep foundations and protection of the slope heel with wire-stone mattresses.
- Motorway drainage is designed with a 25% reserve.
- The layout design of the motorway is above the level of Q100 including a safety reserve (plane of the surface minimum 0.5 above Q100).
- In the geologically unstable areas, the bridge structures are prolonged with deep foundations and retaining walls.

The climate risk assessment reviewed in June 2018 concluded that the assessment does not imply the need to implement measures beyond the ones already included in the project documentation.

EIB Carbon Footprint

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 33 900 tonnes of CO₂ equivalent per year;
 - Forecast emission savings are 3 800 tonnes of CO₂ equivalent per year.
- The project boundaries are:
 - In the base case: the existing route along the roads PR3 (north feeder of Košicke) and I/19 (I/50) connecting Budimír, Košicke, Košické Olšany and Bidovce; as well as third class roads III/3325, III/3410 and locals roads going from Budimír to Košické Olšany, Sady nad Torysou, Olšovany, Ďurkov and Bidovce
 - In the “with project” case: the new D1 Budimír–Bidovce section in addition to the existing roads sections accounted for in 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

The total land-take required by the project is 119.8517 ha. and there are no open legal procedures.



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As part of the final project certificate a final survey of the land-take was carried out and the administrative process to acquire the additional land (2.2377 ha.) is 80% complete.

Public Consultation and Stakeholder Engagement

Slovakia implements a multistage development consent procedure. The statements and opinions arising from each stage of the procedure were made available to the public as follows:

- EIA Statement, public notice on web portal (after 2006) – Article 6 EIAD;
- Territorial Decision, public notice on municipality announcement boards;
- Notification of Change Procedure, public notice on municipality announcement boards and web portal - Article 4 EIAD;
- Building Permit and all its amendments, public notice on municipality announcement boards – Article 9 EIAD.

The public consultations were conducted during the different stages of the development consent for the project.

The public consultations on the EIA Report were held in accordance with Art. 17 of the Slovak EIA Act 127/1994 Coll. applicable at that time in the municipalities concerned as follows:

| <u>Municipality</u> | <u>Public hearing</u> |
|---------------------|-----------------------|
| Budimir | 25.8.1997 |
| Beniakovce | 25.8.1997 |
| Hrašovík | 26.8.1997 |
| Ďuršík | 26.8.1997 |
| Vajkovce | 27.8.1997 |
| Zhanians | 27.8.1997 |
| Košické Olšany | 8.9.1997 |
| Bidovce | 8.9.1997 |
| Ďurkov | 9.9.1997 |
| Svinica | 9.9.1997 |

The comments received during the consultations were properly dealt with and are included in the final EIA decision.

Conclusions and Recommendations

The project sections are included in the Strategic Plan for Development of Transport Infrastructure in Slovak Republic until 2020, phase I-Masterplan 2020 and in the Strategic Development Plan of Transport Infrastructure of the SR by 2030, phase II-Masterplan 2030 which were subject to a Strategic Environmental Assessment (SEA) in 2014 and 2016 respectively.

The Project falls under Annex I of the EIA Directive 2011/92/EU, as amended by the Directive 2014/52/EU, and therefore is subject to a full EIA procedure.

The project was opened to traffic in December 2019.



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Subject to the fulfilment of the below-mentioned undertaking, the project is acceptable for EIB financing in E&S terms:

The Borrower shall ensure that the works of the wetland revitalization project in Valaliki are contracted not later than 30.06.2024 and completed not later than the date the Performance Certificate of the R2 Šaca – Košické Olšany II motorway section is issued (by Q4 2027).