



Luxembourg, 8 December 2022

Environmental and Social Data Sheet

Overview

Project Name:	S7 EXPRESSWAY PLONSK - CZOSNOW
Project Number:	2022-0467
Country:	Poland
Project Description:	The Project concerns the construction of the S7 Expressway sections between Płońsk and Czosnów.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes

Environmental and Social Assessment

The project is located in central Poland, in the Masovian region, north of Warsaw, on a road connecting the capital of Poland to the Baltic port cities of Gdansk and Gdynia. The project concerns the construction of a 34.6 km long 2x3 lanes S7 expressway, by reconstructing and widening a 20.6 km section of the National Road NR7 and a 14 km section of the S7 expressway along the existing alignment. The project design foresees the widening of the existing road from 2x2 to 2x3 lanes on the entire section, the construction of six grade separated interchanges, three service areas and an expressway maintenance center. It will also include the reconstruction of a large bridge over the Vistula River in Zakroczym.

The project is included in the National Road Construction Program 2014-2023 with a perspective of 2025 and the EU co-financed Operational Programme Infrastructure & Environment 2014-2020, both of which were subject to a Strategic Environmental Assessment (SEA) in 2015. The project is also included in the National Operational Programme European Funds for Infrastructure, Climate and Environment (FENIKS) for which a SEA was performed in 2021. The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a mandatory EIA.

Environmental Assessment

The EIA report for the construction of the S7 expressway section Płońsk – Czosnów was elaborated in 2015. On 29 February 2016, the competent authority, the Regional Director for Environmental Protection (RDOŚ) in Warsaw, issued an Environmental Decision (ED) (ref. WOŚ-II.4200.8.2015.MW).

Having examined the appeal submitted by the Mayor of the commune Załuski, the General Director of Environmental Protection (GDOS) issued a decision (ref. DOŚ-DŚII.4200.34.2016.aj.1) on 24 February 2017, partially annulling the RDOŚ decision and ruling on the substance, upholding the remainder of the RDOŚ decision.

The subsequent project amendments (e.g. additional roads) underwent a screening process (considered as included in Annex II to the EIA Directive) resulting in two negative screening

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.



Luxembourg, 8 December 2022

decisions issued by the RDOŚ in Warsaw on 10 April 2019 (ref. WOOS-II.420.350.2018.SM.23) and on 23 March 2022 (ref. WOOS-II.420.41.2021.DF.13).

Following the completion of the design documents, the contractors completed the second stage EIA reports in 2021 and applied for the Supplemental Environmental Impact Assessment (SEIA) within the development permit (ZRID) procedure for each of the three project sections separately. The ZRID application for Section I was submitted on 20 July 2021, for Section II on 10 May 2021, and for Section III on 12 March 2021, respectively.

On 22 July 2022, the RDOŚ in Warsaw issued a SEIA Decision (ref.: WOOS-II.4222.16.2021.MC.10) defining the implementation conditions for Section III Modlin – Czosnów. Based on the SEIA decision, on 19 August 2022 the competent authority (Vojevoda of Masovian voivodeship) issued a Development permit (ZRID) (ref.: 197/SPEC/2022).

At the time of appraisal, the SEIA reports were still under review by the competent authorities for the two other sections: Section I Siedlin – Załuski and Section II Załuski – Modlin. The promoter reported that the SEIA and ZRID decisions are expected by the end of November 2022 for Section II, and in the beginning of 2023 for Section I.

Therefore, before the disbursement under the loan, the Bank will request the borrower to provide a copy of the final Development Permits (ZRID) together with the associated RDOŚ decisions.

NATURA 2000

The project interferes with or may have an impact on the following NATURA 2000 sites:

No.	code	site name	Distance to the project
1.	PLH140020	Forty Modlińskie	Directly colliding
2.	PLH140048	Łąki Kazuńskie	Directly colliding
3.	PLH140029	Kampinoska Dolina Wisły	Directly colliding
4.	PLB140004	Dolina Środkowej Wisły	Directly colliding
5.	PLC140001	Puszcza Kampinoska	app. 1.2 km
6.	PLH140043	Ostoja Nowodworska	app. 3.0 km
7.	PLH140054	Aleja Pachnicowa	over 2.0 km

The project impact on Natura 2000 areas was analysed by the competent authorities as a part of the EIA procedure, who concluded that the project would have no significant adverse impacts on the objectives and functioning of the sites. The SEIA is obligatory to verify, if the detailed project design meets the conditions set in the EIA decision, by taking into account specific technical solutions and current environmental conditions, as well as the established and revised site-specific conservation objectives (SSCO).

Impacts and mitigation

During the EIA process, the studies and reviews by the competent authorities have been carried out in accordance with the EU EIA Directive requirements. It included analysis of variant solutions, assessment of impacts along with mitigating measures and environmental monitoring needs.

Negative impacts include agriculture, urban and forestland conversion, noise and vibration, visual intrusion and severance of communities and habitats. The Environmental Decision specifies a range of mitigating measures which include installation of acoustic screens,



Luxembourg, 8 December 2022

construction of different size 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.

Although the project will have some negative impacts, these have been properly assessed and adequate mitigation, management and monitoring measures have been/are to be identified in consultation with relevant stakeholders and included in the final designs, which are subject to the SEIA decisions.

Climate adaptation

According to the climate risk and vulnerability assessment carried out at project preparation the most significant risks with higher probability and impact are related to flooding and increased snow loading. Other relevant climate change related project risks, e.g. temperature increase, precipitation increase and strong winds, is rated “medium”. The promoter has confirmed that the project design incorporates proper measures and is sufficiently adapted to the identified climate vulnerabilities with the highest risks, and that the maintenance planning will be properly addressing the possible intensive snow loading risk. After the application of proper mitigation measures, the climate risk of the project is rated as “low”.

Paris alignment

The project was assessed by the Bank’s services for Paris Alignment in accordance with the policies set out in the Climate Bank Roadmap (“CBR”). The project is considered being aligned with the low carbon goal as it consists of a capacity expansion of an existing road infrastructure meeting the EIB eligibility criteria for Transport, including passing the Adapted Economic Test introduced under the CBR and is consistent with national and EU level infrastructure planning.

Poland’s alternative fuel infrastructure national policy framework has been assessed to have shortcomings in the EU latest assessment*, but the distance requirement of one recharging point at least every 60 km of the TEN-T is deemed to be met and therefore the requirement for the Core Network is expected to largely be fulfilled. The climate risk of the project is assessed as low and the project is therefore considered to be aligned with the resilience goal.

*[Register of Commission Documents - SWD\(2019\)29 \(europa.eu\)](https://ec.europa.eu/commission/presscorner/detail/en/ip19_1911)

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 112 100 tonnes of CO₂ equivalent per year;
 - Forecast emissions created are 9 800 tonnes of CO₂ equivalent per year.
- The project boundaries are given by the new road and the existing road, being both on the same alignment.

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.



Luxembourg, 8 December 2022

Social Assessment

Being a widening of an existing road along the current alignment, the project implementation requires additional land take of approximately 300 ha. This includes expropriation of approximately 2 250 land plots and demolishing of 178 real estate objects (43 residential). This will lead to the conversion and permanent loss of primarily arable and urban land. As the expropriation and resettlement process is still underway, a certain risk of dissatisfaction and appeals exists until everything is completed. Experience with the promoter from the previous projects shows that such risk is minimised by applying well-planned expropriation procedures in accordance with Polish legislation, involving professional staff and offering a fair compensation for the expropriated property. This includes information to the owners about resettlement timing, based on real needs and works calendar.

The project is expected to have positive socio-economic impacts such as the reduction of travel costs and improvement of road safety. The project is also expected to improve the quality of life of the inhabitants of the localities crossed by the roads in the area of influence of the expressway, because of reduced air and noise pollution and job creation.

The traffic safety situation will also improve due to the closing of open access to the expressway, constructing grade separated interchanges, constructing pedestrian underpasses and bridges and providing emergency lanes and local service roads. Road safety audits were undertaken at the design stage and, in accordance with the requirements of the EU and Polish legislation, will be performed at pre-commissioning phase.

Public Consultation and Stakeholder Engagement

The promoter organized extensive public consultations and assured stakeholder engagement during the different stages of the EIA and SEIA procedures in compliance with the requirements of the applicable legal framework. Prior to the 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 project. 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/are to be checked at issuing the SEIA decisions and ZRID.

Conclusions and Recommendations

The project is included in the National Road Construction Program 2014-2023 with a perspective of 2025 and the EU co-financed Operational Programme Infrastructure & Environment 2014-2020, both of which were subject to a Strategic Environmental Assessment SEA in 2015. The project is also included in the National Operational Programme European Funds for Infrastructure, Climate and Environment FENIKS for which a SEA was performed in 2021.

The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring mandatory EIA.

At a time of appraisal the EIA procedures, including issuing of SEIA decision and development permit (ZRID), are completed for Section III Modlin – Czosnów. For the other two sections I Siedlin – Załuski and II Załuski – Modlin, SEIA reports were under review by the competent authorities and the SEIA decisions and ZRID were still pending.



Luxembourg, 8 December 2022

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

First disbursement conditions:

- Copy of the RDOS decisions together with final Development Permits (ZRID) for the project sections I Siedlin – Załuski and II Załuski – Modlin.

Undertakings:

- 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;
- Promptly inform the EIB on any significant environmental claims, proceeding or investigations commenced, pending or threatened with regard to environmental matters affecting the project.