

Environmental and Social Data Sheet

Overview

Project Name:	RADOM MUNICIPAL ROADS (FL 2009-0256)	
Project Number:	2012-0151	
Country:	Poland	
Project Description:	Construction of the southern ring road for the city of Radom together with the smaller works on the associated road network.	
EIA required:	Multi scheme project. The South Ring Road requires an EIA and some others may require it under Annex II of the EIA Directive	
Project included in Carbon Footprint Exercise ¹ :	NO	

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The City of Radom has developed a Plan for the Road network (2011-2020) for which a Strategic Environmental Assessment (SEA) was concluded in 2008, in compliance with EU SEA Directive 2001/42. The Plan was approved by the City council in October 2011 (Resolution ZNS 7113-926-2/11.PN) and considers not only the existing network and the transport system but also the description of eleven key new projects among which, the seven selected schemes included in this appraisal are considered.

The Project includes seven road schemes referred to new construction (3) and rehabilitation and upgrading works (4). Only one scheme (Construction of the South Ring Road) falls into Annex I of EIA Directive and therefore requires a full EIA. The remaining six schemes fall into Annex II of the mentioned EIA Directive and hence competent authorities decide on a case-by-case basis whether a full EIA, including public consultation has to be carried out or not.

For the six schemes falling under Annex II and requiring environmental screening, i) one has been "screening in" and has the EIA, ii) three have been "screen out" of the EIA process and iii) for the two remaining schemes, screening decisions are awaited and required as disbursement condition against them as established in the framework loan financial contract.

There are not Natura 2000 areas in the vicinity of the Project. Form A has been received for five schemes and in the two remaining ones such Form is still awaited. According to the current financial contract, prior to disbursement against any scheme, the promoter shall provide evidence of compliance with the Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC), through the appropriate certificates (Form A/B or equivalent) issued by the competent authority.

The project's overall negative residual impacts are low considering the type and size of the project; on the other hand the project should have a positive effect on the environment, decreasing current traffic-related emissions. Furthermore the majority of the roads include footpaths and cycle tracks as well as bus stops which contribute to sustainable mobility. In addition, Road Safety is expected to improve, contributing to upgrade the road network to current safety standards

The institutional capacity of the Promoter to manage the environmental issues in the Project is deemed satisfactory and therefore, subject to the conditions included in the financial

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

contract of the framework loan, the Project is acceptable for the Bank in Environmental terms provided that it is implemented in line with EIAs.

Environmental and Social Assessment

Environmental Assessment

As a Member State, Poland is required to follow the relevant EU legislation in relation to the environmental impact of projects (namely, EIA, Habitat/Natura 2000 and Birds Directives).

The new EIA Polish law, which is fully compliant with EU Directives, entered into force in November 2008 (Act on Providing Information on the Environment and Environmental Protection, Public Participation in Environmental Protection and on Environmental Impact Assessment). According to the Act, the Competent Authority issuing environmental permits for municipal roads, such as the current Project, and "poviat" or county roads is the City, after consultation with the Regional Director for Environment and with the Regional Sanitary Inspectorate. The Competent Authority for Natura 2000 issues is the corresponding "voivodship"s Regional Director for Environmental Protection, which reports to the Director General for Environmental Protection (national level). The Regional Director for Environmental Protection is also responsible for the approval of any SEA for Plans or programmes done by the municipality.

The EIAs were carried out in line with Polish legislation, in accordance with the EIA Directive 2011/92/EU. EISs were approved by the Mayor of Radom.

Code	Road	Date EIS (Annex I EIA Directive)	Date EIS (Annex II "screen in" EIA Directive)	Date screening out decision (Annex II EIA Directive)	Form A/B
1	Rebuilding the national road No 9 - section: Słowackiego St. in Radom (c.a 3.1km)			25.05.2007	available
2	Rebuilding the national road No 9 - section: Wojska Polskiego St. and Żółkiewskiego St. (c.a 1.7km)			awaited	awaited
3	Rebuilding Kozienicka St. - section: from Wojska Polskiego Str. to cemetery (c.a 1.7km)			04.05.2009	available
4	Construction of Route N-S (c.a 1.5km)			awaited	awaited
5	Construction of South ring road (c.a 11.4km)	14.07.2009			available
6	Construction of the extension of Mieszka I St. - section: from Aleksandrowicz St. to Witosa St. (c.a 1.7km)			14.09.2009	available
7	Rebuilding of Młodzianowska St. - section: from Ks. Sedlaka St. to South ring road (c.a 2.5km)			22.10.2012 (junction)	available
			19.12.2011 (road)		available

In general, the investments will be implemented in urban and urbanized areas which lack precious natural values. The project will not have any major negative impact on water conditions or groundwater pollution, neither result in any changes or pollution of the ground surface and soil or their loss. In addition, no changes which would have a significant influence on plants and animals will be introduced. Flora losses will be limited to the clearance of tree stands and shrubs growing along the streets in locations in which new trees and shrubs will be planted. The project implementation will have a positive influence on the living conditions of the City inhabitants, as well as on the environment and the City's spatial layout.

The project will have an impact on the environment both during construction and operation. At construction stage, the project will increase noise levels, and will impact water and air quality. Special mitigation measures are being considered in order to minimize impacts and, in most cases, improve original conditions of existing roads such as drainage systems, management of earthworks, waste, and landfills, reparation of the vegetation damaged with local species and wildlife protection with underpasses or rehabilitation of existing structures. The project's

impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable.

At operation stage the major impacts will be connected to noise, pollution and road use generated waste. For these reasons special mitigation measures have been proposed in order to reduce that influence according to legal threshold as the introduction of greenery, decorative green lanes, implementation of noise barriers (isolation and green screens), animal crossings, implementation of bird nesting boxes and noise reduction type of asphalt where needed.

The above-mentioned measures are considered sufficient.

EIB Carbon Footprint Exercise

The carbon footprint of the overall project stays below the reporting thresholds. Therefore, the project is not included as the EIB draft Carbon Footprint Methodology which only includes emissions from Investment Loans, and large allocations under Framework Loans, above the methodology thresholds.

Social Assessment, where applicable

There are no resettlements included in the Project and no major complains regarding land acquisitions were raised during the public consultation phase. According to the information gathered during the mission, the probability of raising any protest or making any complaint about the investment by non-governmental institutions (e.g. ecological, the protection of cultural heritage, protection of consumer rights etc.) shall be considered as minor.

Public Consultation and Stakeholder Engagement, where required

During Public Consultation, complains and remarks received (both from public and private stakeholders) were incorporated in the corresponding EIAs and resulted in a number of guidelines.

Other Environmental and Social Aspects

According to the SEA, a monitoring programme will be carried out in all road projects included in the City Plan for the Road network (2011-2020). The analysis must be performed with special consideration of noise emission and emission of dust and gases into the air.

In the case that acceptable values of the noise level have been exceeded, adequate acoustic protection measures must be implemented. If environmental quality standards cannot be met, measures aimed at creating a limited use area must be taken.