

## Environmental and Social Data Sheet

### Overview

Project Name:	Gdansk Road Infrastructure
Project Number:	20080563
Country:	Poland
Project Description:	The project consists of the construction of the link between the airport and the Sea Port in Gdansk (the Slowackiego Road) some 10.4km of (2x2) urban corridors in four sections including a tunnel under the Martwa Wisla and the construction of the Sucharskiego road some 8.286 km in three sections.
EIA required:	YES
Project included in Carbon Footprint Exercise <sup>1</sup> :	NO

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

The schemes fall, in the main, under the requirements of Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EC. However in 2010 the project was screened in and an EIA was done covering all the elements of the two components. A copy of the Non-Technical Summary has been submitted to the Bank. In addition Environmental decisions were issued for all projects. A Strategic Environmental Assessment (SEA) was done in compliance with Directive 2001/42/EC under the National Development Strategy for 2007-2015, the National Strategic Reference Framework 2007-2013 (NSRF) and the Operational Programme: Infrastructure and Environment (OPI&E).

The main negative impacts of the projects are noise for residents close to the road sections, severance, visual, water runoff, land use changes and denudation of trees. Mitigation measures include noise barriers, animal crossings, landscaping and appropriate drainage designs. Wide public consultation was undertaken during the planning stage in 2010. On the basis of the consultations the route (Sucharskiego) was relocated away from the residents (alternative variant) and sound barriers introduced/amended. The Slowackiego scheme consultation with stakeholders resulted in a tunnel instead of a bridge over the Wisla, and an amendment in the number of sound barriers. All land plots have been acquired but payments are still being made.

Compliance with the Birds (79/409/EEC) and Habitats Directive (92/43/EEC) is required. Along the Slowackiego Road sections two main N2000 areas are nearby viz. the Bay of Puck (PLB 220005) and a Bunkier in Oliwa (PLH 220055). Sucharskiego road schemes also have N2000 schemes in the vicinity viz. the Wislouwscie stronghold (PLB 220030) approx. 0.3km and the Bay of Puck approx. 0.1km away. Protected species include bats and water birds. The Promoter has undertaken monitoring inventories of the protected species/areas. Detailed environmental management and mitigation measures have been planned for the construction and operation periods. In addition environmental monitoring is a contractual obligation during construction and operation, with long term monitoring being undertaken by the Regional Environmental Authority (RDOS). The Competent Authority for Nature Conservation has determined that the project is not likely to have a significant impact on the Natura 2000 sites. The formal declaration on the assessment carried out under Article 6 of the Habitats Directive and duly signed will be required by the Bank (Form A). In addition other relevant environmental permits have been obtained by the Promoter and will be submitted to the Bank.

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

### **Disbursement Conditions:**

All schemes shall be submitted to the Bank in requests that shall include:

- Written confirmation from the Competent Authority that the provisions of the Habitats Directive 92/43/EEC have been complied with (Forms A/B or equivalent).
- For all sub-projects, where specified by the Competent Authorities, copies of the environmental decision should be submitted to the Bank.

### **Undertakings**

A copy of the road safety audit in compliance with 2008/96/EC should be submitted to the Bank, including demonstrating compliance with the main requirements of the Tunnel Directive (2004/54/EC).

## **Environmental and Social Assessment**

### **Environmental Assessment**

#### Slowackiego Road

An EIA was done in 2010 and an environmental decision issued in August 2010. In addition a supplementary EIA was done at the building permit stage. The building permit was issued in April 2011. The main impacts relate to noise, visual aspects, drainage runoff and loss of trees. Appropriate mitigating measures have been planned including noise barriers, landscaping and drainage designs. In addition monitoring measures are planned with respect to ground water levels, underwater level changes, vibrations and noise and rainwater and sewage treatment. Two variants were examined with 4 tasks in each. The selected variant (variant 1) caused the least ecological risk and had the lowest cost. During public consultation the main issues related to a choice of the tunnel vs a bridge; noise screens; acquisition of part of land parcel instead of all. 21 multi-family residences were acquired and 6 businesses.

Regarding N2000 two areas are in the vicinity viz. Zatoka Pucka and Bunkier in Oliwa (PLH 220055- Bats present). No inventory surveys were needed and the project was not expected to have a significant impact on the Natura 2000 areas.

#### Sucharskiego Road

An EIA was done in 2010 and the environmental decision issued on September 10, 2010 by the Regional Director for Environmental Protection, Gdansk. The building permit was issued in March 2011. Negative impacts relate to noise, air pollution, severance and drainage. These were mitigated via noise screens, animal crossings, animal fencing, appropriate drainage design and landscaping. As the route was primarily along existing reservations variants were considered for the three tasks. The most favourable variants (viz. 2009 task 1 and 2 and variant 1 of task III) were selected. They considered optimising the location and solution of the road interchanges. In addition they were best from an environmental standpoint and improve functionality and transport services of adjacent areas, pedestrian safety, noise reduction and a smaller footprint.

Regarding N2000 the two areas that are in the vicinity namely: Wislouchcie Stronghold PLB220030 and the Bay of Puck PLB 220005 0.3 and 0.1 km resp. The Bay of Puck is primarily for the protection of feeding grounds and rest for migration of water birds. In respect of the Wislouchcie Stronghold bats are the main protected species. Monitoring studies were undertaken from mid-March to mid-October to analyse any potential threat to the Naterrer's Bat (a species not present in this area but protected in Poland). Bats were observed but not the protected species. However no negative impact on bats was observed. It was agreed to minimise any potential impact of the Bats with vehicles via protective screens. The project was not deemed to have a significant impact on the environment including Natura 2000 areas.

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

The compulsory land acquisition act is in force. There have been no major complaints to date save issues related to the purchase price and plot sizes. The Sucharskiego road was relocated away from residential areas as a result of public consultation.

### **Public Consultation and Stakeholder Engagement, where required**

Public Consultation was held with the land owners, businesses and government agencies including NGOs between January and July 2010.

### **Other Environmental and Social Aspects**

#### Slowacki Road

The following additional activities are planned considering the aspect of environmental protection:

- At the implementation stage:
  - ☐ monitoring of ground water level change,
  - ☐ monitoring of underground water level change,
  - ☐ monitoring of influence of vibrations on buildings in direct vicinity.
- The performance of a post-implementation analysis after one year from the day of commissioning the structure and presenting its results within 18 months from the commissioning; the post-implementation analysis will include:
  - ☐ measurements of road noise emissions and determination of the real scope of acoustic influence and the influence of the road system use on the acoustic climate on the border of residential developments surrounding the road,
  - ☐ evaluation of efficiency of acoustic protection used in areas requiring protection from noise,
  - ☐ evaluation of efficiency of rainwater sewage treatment.

#### Sucharskiego Road

The following additional activities are planned in the project considering the aspect of environmental protection:

1. Monitoring of ground water level change in the project implementation period
2. Before the commissioning of the road (Task III) the performance of studies verifying the hypothesis on the importance of the bats' migration corridor protected within the area of Natura 2000 "The Wisłoujście Fortress" PLH 220030 cut through by the redeveloped section of the road.
3. The performance of a post-implementation analysis after one year from the day of commissioning the structure and presenting its results within 18 months from the commissioning. The post-implementation analysis will include:
  - evaluation of efficiency of rainwater sewage treatment,
  - evaluation of the functioning of the rebuilt irrigation,
  - evaluation of the functionality and effectiveness of designed animal crossings,
  - evaluation of efficiency of acoustic protection used in areas requiring protection from noise.

Measurements of the effectiveness of used sound barriers and road noise emissions will be performed and the real scope of acoustic influence and the influence of the road system use

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on the acoustic climate on the border of residential developments surrounding the road determined.

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