

## Environmental and Social Data Sheet

### Overview

Project Name:	BIAŁYSTOK MUNICIPAL ROADS (FL20100230)	
Project Number:	2013-0046	
Country:	Poland	
Project Description:	The project is part of the framework loan approved and signed with the City of Białystok (FL 20100230) including construction and reconstruction of five road schemes aiming at improving traffic flow and safety	
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 city of Białystok has developed an Urban Development Strategy for 2011-2020 for which a Strategic Environmental Assessment (SEA) was concluded in 2010, in compliance with EU SEA Directive 2001/42. The Strategy was approved by the City Council and considers not only the existing network and the transport system but also the description of the road network to be developed in 2011-2020, including the schemes considered in this project.

The project includes the construction and reconstruction of five roads on the local network scattered throughout the City. Each of the schemes is of less than 5.2 km length however three of them (Construction of the extension of Gen. Wł. Andersa, Reconstruction of ul. Gen. Wł. Andersa and Reconstruction of ul. Gen. F. Kleeberga) are part of the northern ring road of the City, which is c.a 12.2km length and, therefore falls under Annex I of EIA Directive 2011/92/EU. The other two schemes (Reconstruction of section of ul. Ciołkowskiego and Construction of extension ul. Piastowskiej) fall under Annex II of the mentioned EIA Directive and have been screened in by the competent authority. Consequently full EIAs have been carried out for the five schemes, including public consultation. The EISs (Environmental Impact Statements) have been provided to the Bank.

The Promoter has provided evidence of compliance with the Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC). Schemes are beyond Natura 2000 areas and no impacts are expected on Natura 2000 sites.

The project's impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable. Furthermore some additional positive impacts will derive from the operation, reducing the noise and pollution levels in the vicinity of the reconstructed roads. The project, as part of the Urban Development Strategy, is expected to contribute to an overall improvement of the urban environment by encouraging the use of soft transport modes, also partially reducing private car usage. The majority of the roads include footpaths and cycle tracks as well as infrastructure for public transport (buses) which contribute to sustainable mobility.

The institutional capacity of the Promoter to manage the environmental issues in the Project is deemed satisfactory and therefore, the Project is acceptable for the Bank in Environmental terms provided that it is implemented in line with EIAs.

<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.

## Environmental and Social Assessment

### Environmental Assessment

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 and "powiat" or county roads is the City, after consultation with the Regional Director for Environmental Protection (RDEP) and with the Regional Sanitary Inspectorate. In the case of roads of military or national significance, the competent authority to issue the EIS is the RDEP. Furthermore, the Act states that the Promoter or the Environmental Authority could decide on whether a supplemental EIA is required before issuing the building decision and this was the case of three of the roads included in this project.

The project comprises the construction and reconstruction of roads already included in the Urban Development Strategy. For all the schemes the EIAs were carried out in line with Polish legislation, in accordance with the EIA Directive 2011/92/EU:

n	Road Scheme	Reference to EIS	Competent Authority
1	Reconstruction of section of ul. Ciołkowskiego.	RDOŚ-20-WOOS-II-66131-2/10/pl z dnia 28.10.2010 r.	City of Białystok
2	Construction extension of ul. Piastowska	<ul style="list-style-type: none"> <li>RDOŚ-20-WOOS-II-66131-10/09/kg z dnia 16.09.2009 r.</li> <li>RDOŚ-20-WOOS-II-66131-10/09/10kg z dnia 30.08.2010 r</li> </ul>	RDEP
3	Construction of the extension of Gen. Wł. Andersa	<ul style="list-style-type: none"> <li>OSGK.V.7624-101/10 z dnia 06.10.2010 r.</li> <li>WOOS-II.4242.47.2011.DK z dnia 05.09.2011</li> </ul>	<ul style="list-style-type: none"> <li>City of Białystok</li> <li>RDEP</li> </ul>
4	Reconstruction of ul. Gen. Wł. Andersa	OSGK.V.7624-125/10/11 z dnia 25.01.2011 r.	City of Białystok
5	Reconstruction of ul. Gen. F. Kleeberga	<ul style="list-style-type: none"> <li>WOOS-II.4210.5.2011.AS2 z dnia 27.01.2012 r.</li> <li>WOOS-II.4242.33.2012.AS2 z dnia 21.12.2012 r.</li> </ul>	RDEP.

The Competent Authority for Natura 2000 areas is the corresponding "voivodship's" Regional Director for Environmental Protection, which reports to the Director General for Environmental Protection (national level). The RDEP is also responsible for the approval of any SEA for Plans or programmes done by the municipality. Schemes are beyond Natura 2000 areas and no impacts are expected on Natura 2000 sites.

In general, the investments will be implemented in urban and urbanised areas which lack precious natural values. The project will not have any significant 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. 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 minimise impacts 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 however the project should bring about environmental benefits as it should decrease traffic-related emissions thanks to the improvement of traffic conditions, with the elimination of current traffic-related emissions in and around the existing streets currently used to cross the city due to the traffic congestion. Special mitigation measures have been proposed in order to minimise impacts as the introduction of noise barriers (schemes 1, 2 and 5) and greenery. Furthermore the majority of the routes include footpaths and cycle tracks as well as bus stops which contribute to sustainable mobility.

The above-mentioned measures are considered sufficient.

### **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. The probability that non-governmental institutions (e.g. ecological, the protection of cultural heritage, protection of consumer rights etc.) raise any protest or make any complaint about the investment shall be considered as minor.

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

Public consultation was carried out as part of EIA process, in conformity with EU directives and Polish Legislation.

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

A monitoring programme will be carried out by the City in all roads. The analysis must be performed with special consideration to the noise emissions and the groundwater. In the case that acceptable values of the noise level have been exceeded, adequate acoustic protection measures must be implemented

Road Safety is expected to improve, contributing to upgrade the road network to current safety standards.