

Environmental and Social Data Sheet

Overview

Project Name: S8 EXPRESSWAY (WARSAW – BIALYSTOK)
 Project Number: 20120673
 Country: Poland

Project Description: The project consists of three 2x2 lane expressway sections, largely on existing alignment, and located on the non-core TEN-T, as follows: (i) 14.9 km between the voivodship border and Zambrów bypass; (ii) 15.4 km between Wisniewo and Mezenin; and (iii) 14.3 km between the Mezenin bypass and Jezewo. The three sections form part of the broader S8 expressway route in Poland from Wroclaw in the country's south-west to Bialystok, close to the border with Lithuania in the north-east. The project will facilitate the passage of long distance traffic to Bialystok.

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

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

The project consists of three new sections along the S8 between Warsaw and Bialystok in the north east of Poland. The schemes fall under Annex I of the EIA Directive 2011/92/EU and one EIA report was done for all three sections in 11/2009. In addition a Strategic Environmental Assessment (SEA) has been done for this project, including public consultation, in accordance with the (SEA) Directive 2001/42/EC. A positive environmental decision was issued for all the sections. However 5 km in section I are pending due to a complaint which has to be resolved concerning access to a restaurant and for which further analysis has been requested. The submission to the Bank of this environmental decision is a condition for disbursement against this (5km) section. Construction is to be done through five contracts and so five building permits are required along with five supplemental EIAs when the final designs are completed. To date three supplemental EIAs are finished. The main impacts of the project are varied but include agriculture and forest land conversion, noise and vibration, visual intrusion, and severance of communities and habitats, including migration routes and water runoff. The environmental decision specifies a range of mitigating measures including installation of acoustic screens, further inventory gathering, some fencing, animal crossings, and restriction of working practices, drainage works, archaeological works and regular monitoring.

With regards to the Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC) the Competent Authorities have stated that, the schemes do not run through any Natura 2000 sites with the nearest one being 850 m away (Czerwony Bor PLH00005) and hence will not have a significant impact on them. Demonstrating compliance is a condition for disbursement against these schemes. The Bank will be requiring that the Competent Authority provide signed declarations (Forms A/B) as a condition for disbursement against these schemes.

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.

The project is expected to have positive impacts for the environment along the existing route and along the roads from which traffic will divert. Communities adjacent to the old route will benefit by way of improved safety, reduced noise, vibration, local pollution. Although the schemes will have some negative impact, these have been assessed and adequate mitigating and management measures have been identified in consultation with relevant stakeholders and included in the final designs.

Environmental and Social Assessment

Environmental Assessment

A Strategic Environmental Assessment (SEA) has been done for this project, including public consultation, in accordance with the (SEA) Directive 2001/42/EC under the National Road Construction Programme for the years 2011–2015. Conclusions of the SEA are presented in the report entitled “Strategic Environmental Assessment of National Road Construction Programme for the years 2011–2015”.

Three route variants were examined. Variant II was selected with main reasons being as follows. Reduced distance from Natura 2000 and special conservation areas (SCA). Section I passes some 850 m from N2000 area Czerwony Bor (PLH00005) and 700 m from an ecological site (marsh). Section II passes 4.7 km from a reserve “Grabowka” and 9 km from N2000 “Bierbrza Valley” (PLH 200008), 2.6 km from SPA “Wizna Marsh”(PLB200005) and 7.9 km from SCA Ostoja Narwianska (PLH200004). Due to these distances the impact of variant II on these areas is not significant. In addition the preferred variant had better social indicators –number of buildings to be demolished and the amount of persons in danger of abnormal noise was minimised. In addition variant II will have less impact on the migration corridors of animals such as wolf, lynx, moose and bison. An international migration route runs between Wisniewo and Mezenin from the forests of Belarus to Western Europe. Migration of these animals has to be guaranteed through construction of appropriate animal crossings, together with guiding structures (greenery, fences) imposed in the environmental decision.

Development of new breeding places (water reservoirs) is planned for amphibians to compensate for losses in habitats. Also proper rain and melt water management is planned to minimise ground and water contamination. Appropriate landscaping is also specified in the environmental decisions including appropriate drainage systems along the corridor and in passenger service areas. Detailed environmental management measures are provided for the contractor during construction. These include restriction on tree cutting, working hours, and archaeological finds. Environmental monitoring is also specified.

Social Assessment, where applicable

Land acquisition and residential resettlement is planned for each section as follows:

<u>Section I</u>	: Border of Mazovian voivodship to (DK63) Zambrow bypass
Land	: 195 Ha
Buildings	: 1 residential (unoccupied) : 1 farm building : 1 basement
<u>Section II</u>	: Wisniewo ro Mezenin
Land	: 193 Ha
Buildings	: 2 residential buildings : 6 farm buildings : 1 gas station : 1 food shop
<u>Section III</u>	: Mezenin to Jezewo
Land	: 174 Ha
Buildings	: 0 residential : 1 school building (unoccupied)

- : 3 farm buildings
- : 1 gas station building

As mentioned a restaurant owner is seeking to ensure access to her restaurant resulting in a 5 km section of section I having no environment decision. One gas station owner has accepted the settlement however the other owner has not. This is a potential issue that may require further settlement. Land payments are made after the building permit is issued.

Public Consultation and Stakeholder Engagement, where required

The first public consultation was held during 8/2009 and 10/2009. The main issues related to access to properties from the new road including the restaurant, land prices, discussion on the variants, location of interchanges and location of passenger service areas. Another consultation is to be held as part of the supplemental EIA procedure. This could raise some new issues. One NGO has complained regarding animal passages and the construction of a cycle path (not considered). These issues are being looked into. A final report on public consultation after the supplemental EIAs is to be submitted to the Bank as a condition for disbursement.

Other Environmental and Social Aspects

Environmental management issues for the contractor include minimising land take for temporary roads and buildings, reclamation of areas used by the contractor, limiting ground contamination on site, guidance on archaeological tests, reclamation of top soil, sewage and solid waste management, dust containment, fuel storage, tree clearance schedules, construction noise regulations, guidance on rainwater treatment , acoustic screen locations, guidance on fencing, road guard rails, construction of water reservoirs for amphibians, location of animal crossings, use of anti-glare screens.

Regarding environmental monitoring, noise should be checked within the first three years twice per year. Animal crossings should be monitored for at least 4 years and should include winter tracking after fresh snowfall, and culverts especially those near to reservoirs. A post implementation review report should be prepared (details provided in the environmental conditions) after the end of the first year and submitted to the competent authority (RDOS in Bialystok).