

Environmental and Social Data Sheet

Overview

Project Name:	WARMINSKO-MAZURSKIE ROADS
Project Number:	20130292
Country:	POLAND
Project Description:	Roads modernisation programmes in the northern and south-western parts of the Warmińsko-Mazurskie region.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

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

The project is included in the *Socio-economic Development Strategy of the Warmińsko-Mazurskie Voivodeship 2020*, adopted in 2005. Both road modernisation programmes “northern” and “south-western” were subject to individual SEAs, concluded in February 2010 and approved by the Regional Director of Environmental Protection, in compliance with EU SEA Directive 2001/42. The SEAs take into account potential accumulative impacts of selected schemes. In addition, the Region has developed a Prognosis of Environment Impact for years 2011-2014 including perspective for years 2015-2018, approved in September 2011.

The project comprises 14 schemes, of which 7 form the northern programme and 7 are located in the south-western part of the region. The selected schemes fall into Annex II of the EIA EU Directive 2011/92/EU 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. In this project, thirteen schemes have been screened in and one out. The schemes that have been screened in run thought or next to protected areas, including Natura 2000; however adequate compensatory measures have been considered in the designs guaranteeing no major impact of the project on protected sites.

The modernisation of roads include new surface and strengthening of base, carriageway widening, modernisation of drainage, lighting, road safety measures, modernisation of structures (e.g. bridges, viaducts, road junctions) and greenery. The project’s impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable. At operation stage, major impacts will be connected to noise and pollutant emissions. Special mitigation measures have been proposed to reduce that influence according to legal thresholds. Furthermore the majority of the routes include cycle tracks as well as bus bays which contribute to sustainable mobility.

The promoter confirmed these assessments in the corresponding environmental decisions (EIS) thought which has provided evidence of compliance with the Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC) for the 14 schemes included in the project.

The institutional capacity of the Promoter to manage the environmental issues is deemed satisfactory and therefore the project is acceptable for the Bank in environmental and social terms.

Environmental and Social Assessment

Environmental Assessment

The 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

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.

Competent Authority issuing environmental permits for municipal roads and “poviat” 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 or roads with potential impact on protected sites or species, the competent authority to issue the EIS is the RDEP.

The project comprises the modernisation of fourteen regional roads, including new surface and strengthening of base, carriageway widening, modernisation of drainage, lighting, road safety measures, modernisation of structures (e.g. bridges, viaducts, road junctions) and greenery. In the present project, thirteen schemes have been screened in and one out (extension road no. 545 and 604 – south-west programme). For all the screened-in schemes the EIAs were carried out in line with Polish legislation, in accordance with the EIA Directive 2011/92/EU.

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 region.

Various forms of environmental protection areas, including natura reserves, protected landscape areas, parks and Natura 2000 sites, cover 46% of the area of the Region. The screened-in road schemes encroach on such sites however adequate compensatory measures have been considered in the designs guaranteeing no major impact of the project. See Annex I for more detailed information on each scheme and Natura 2000 areas located next or crossed by the project.

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. A number of trees along the lanes will be cut down, in particular where the widening of the substandard lanes is envisaged. Adequate compensatory measures have been considered in the designs and the felling of trees will supervised by entomologists in order to guarantee that is done outside the nesting period and the preservation of protected species (hermit beetle and some birds in particular). In addition, in order to avoid unnecessary felling of trees and to help minimise interference with habitats of protected species; the Ministry of Infrastructure has approved the derogation of the application of class G² technical parameters, allowing the reconstruction of a small number of road sections with lane-width under 3m. Felled trees should be replaced by new trees planted in the vicinity of the project, maintaining the variety of species.

There are two archaeological sites reported in the vicinity of the project (scheme 541 – south programme). In this case, works will have to be supervised by an archaeologist to guarantee that no impact is caused on these sites. 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. Special mitigation measures have been proposed in order to minimise impacts as the introduction of noise barriers and noise reduction pavement where necessary and, greenery. Furthermore the majority of the routes include cycle tracks as well as bus bays which contribute to sustainable mobility.

The above-mentioned measures are considered sufficient.

EIB Carbon Footprint Exercise

Not assessed (below 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.

2 main roads (G).

Public Consultation and Stakeholder Engagement, where required

The project is included in the Socio-economic Development Strategy of the Warmińsko-Mazurskie Voivodeship 2020 (adopted by the Regional Council Resolution No. XXXIV/474/05 of 31 August 2005). Public consultation was carried out as part of SEA process for the northern and south-west road programmes as well as part of the EIA process of individual schemes, in conformity with EU directives and Polish Legislation.

Some non-governmental institutions (i.e. Klub Przyrodnika, SADYBA, Fundacja Albatros, etc.) and private parties have raised some complaints mainly about the potential risk regarding animal migration, preservation of protected species and felling of trees. Complaints were considered and special mitigation measures have been proposed in the final designs in order to minimise impacts.

Other Environmental and Social Aspects

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

Application of standard technical solutions ensures that road safety has been considered in the designs and therefore road safety is expected to improve, contributing to upgrade the road network to current safety standards.

Annex I: Detailed information on each scheme and affected Natura 2000 areas.

	Project name	ES					Natura 2000 sites	
		EA (3)	Decision	Date issued	Competent Authority	NTS received		Natura 2000
n o r t h e r n p r o g r a m m e	"Extension of voivodeship road no. 513 at the Pasłęk - Ometa section"	Annex II: Screened in	R-III-7624.03/10/10	18.05.2011	WÓJT GMINY GODKOWO	yes 08.07.13	A	PLH280031 (Murawy Kolo Pasłęka), PLB28006 (Rzeka Pasłęka) and PLB28002 (Dolona Pasłęki)
	"Extension of voivodeship road no. 513 at the Pasłęk Północ - Pasłęk section, including alternation of the road course in the area of Pasłęk"	Annex II: Screened in	BGK-7624/6/09/10/11/K	17.05.2011	BURMISTRZ PASŁĘKA	yes 08.07.13	A	
	"Extension of voivodeship road no. 513 at the Ometa - Lidzbark Warmiński section, including Ometa"	Annex II: Screened in	WOOŚ.4210.3.2011.AB	06.07.2011	REGIONALNY DYREKTOR OCHRONY ŚRODOWISKA W OLSZTYNIE	yes 08.07.13	A	PLB28006 (Rzeka Pasłęka) and PLH 280040 (Kaszuny)
	"Extension of voivodeship road no. 650 at the Srokowo - Stara Różanka section and voivodeship road no. 591 at the Stara Różanka-Kętrzyn section, including Bałtycka Street and Traugutta Street in Kętrzyn" - stages I and II.	Annex II: Screened in	GT 7331-20/10/11	05.01.2011	WÓJT GMINY SROKOWO	yes 08.07.13	A	PLH28004 (Ostoja Nad Oswinem) and PLB280015 (Ostoja Warmińska)
	"Extension of voivodeship road no. 650 at the Srokowo - Węgorzewo section (to the junction with national road no. 63)"	Annex II: Screened in	OS-7627/13/06	14.10.2010	BURMISTRZ WEGORZEWA	yes 08.07.13	A	PLH28004 (Mamerki); PLH 280045 (Ostoja Północnomazurska) and PLH28004 (Ostoja Nad Oswinem)
	"Extension of voivodeship road no. 650 at the Węgorzewo (from the junction with national road no. 63) - Banie Mazurskie section, including Banie Mazurskie" - stage I	Annex II: Screened in	BO.7624-1/27/09/10	03.12.2010	WÓJT GMINY BUDRY	yes 08.07.13	A	PLB280006 (Puszcza Borecka), PLH280016 (Ostoja Borecka), PLB 28001 (Lasy Skaliskie) and PLH 280049 (Niecka Skaliska)
	"Extension of voivodeship road no. 650 at the Banie Mazurskie - Boćwinka section and Grabowo - Gołdap section, including eastern exit road from Gołdapia (Paderewskiego Street)"	Annex II: Screened in	GKB.7627/DW650/2/2010 GPO.7624. Dr 1.1/18/2007	26.03.2010 07.12.2009	1. WÓJT GMINY BANIE MAZURSKIE 2. URZĄD MIEJSKI W GOŁDAPII	yes 08.07.13	A	PLH 280049 (Niecka Skaliska), PLB280006 (Puszcza Borecka), PLB 28001 (Lasy Skaliskie), PLH28005 (Puszcza Romincka) and PLH 280016 (Ostoja Borecka)
s o u t h - w e s t p r o g r a m m e	"Extension of voivodeship road no. 521 at the voivodeship boundary - Susz section, including Susz"	Annex II: Screened in	OS-7624-11.18/08	19.05.2010	BURMISTRZ GMINY I MIASTA SUSZ	yes 08.07.13	A	PLH280051 (Aleje Pojezierza Iławskiego) and PLH280053 (Ostoja Iławska)
	"Extension of voivodeship road no. 521 at the Susz - Iława section"	Annex II: Screened in	OS-7624-11.18/09	19.05.2011	BURMISTRZ GMINY I MIASTA SUSZ	yes 08.07.13	A	PLB280005 (Lasy Iławskie), PLH280051 (Aleje Pojezierza Iławskiego) and PLH280053 (Ostoja Iławska)
	"Extension of voivodeship road no. 536 at the Iława - Samplawa section, including Lubawska Street in Iława"	Annex II: Screened in	IRL 7638-7/10	23.12.2010	WÓJT GMINY IŁAWA	yes 08.07.13	A	PLH280001 (Dolina Drwęcy) and PLH280035 (Ostoja Radomno)
	"Extension of voivodeship road no. 541 at the Lubawa - Lidzbark section, including alternation of the road course in Lubawa"	Annex II: Screened in	GK-7624-9/09/10/11	02.09.2011	WÓJT GMINY GRODZICZNO	yes 08.07.14	A	PLH280015 (Przełomowa Dolina Rzeki Wel) and PLH280014 (Ostoja Welska)
	"Extension of voivodeship road no. 544 at the Lidzbark - Działdowo section, including a bypass in the area of Lidzbark"	Annex II: Screened in	WOOŚ.4210.1.2011.jc	10.05.2011	REGIONALNY DYREKTOR OCHRONY ŚRODOWISKA W OLSZTYNIE	yes 08.07.13	A	PLH280012 (Ostoja Lidzbarska), PLH140010 (Doliny Wkry i Mławki), PLH 280012 (Ostoja Lidzbarska) and PLH 280015 (Przełomowa Dolina Rzeki Wel)
	"Extension of voivodeship road no. 545 at the Działdowo - Nidzica section from Działdowo"	Annex II: Screened in	WOOŚ.4210.8.2011.jc	22.12.2011	REGIONALNY DYREKTOR OCHRONY ŚRODOWISKA W OLSZTYNIE	yes 08.07.13	A	
	"Extension of voivodeship road no. 545 and 604, including modernisation of 2 junctions in Nidzica, including easter exit of road no. 604"	Annex II: Screened out	GMKR 7624-4/10	21.05.2010	BURMISTRZ NIDZICY	yes 08.07.13	A	PLB28007 (Puszcza Napiwodzko-Ramucka)
	Red Colour: Natura 2000 areas crossed by the project							
	Black Colour: Natura 2000 areas next to the project							