

Environmental and Social Data Sheet

Overview

Project Name: S5 Expressway (Bydgoszcz-Wroclaw)
 Project Number: 20120670
 Country: Poland
 Project Description: Construction of four sections of the S5 expressway (Bydgoszcz- Poznan-Wroclaw), and one section of the S11 expressway (Poznan western bypass).

EIA required: yes

Project included in Carbon Footprint Exercise¹: yes

(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 five mainly new sections along the S5 between Bydgoszcz – Poznan – Wroclaw along with a section of the S11 expressway in south west Poland. The schemes fall under Annex I of the EIA Directive 2011/92/EU and four EIA reports were done for the five sections between 2006 and 2010. 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. Positive environmental decisions were issued between 2007 and 2013 for all the sections. However work has commenced on only one contract (S11 western bypass Poznan) and so the ZRID (Permit for Road Investment Realization; equivalent to location and building permits) decisions are pending along with the supplemental EIAs (needed because the EIAs were done before new legislation enacted) with construction expected to commence in 2014. The Construction is to be done through six contracts with five (ZRID) along with five supplemental EIAs produced when the final designs are completed. To date three supplemental EIAs are finished for the project and the remaining ones will be the subject of a disbursement condition. 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, impacting 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, four of the schemes do not run through any Natura 2000 sites and hence will not have a significant impact on them. However the Poznan to Wronczyn (section Zachod to Mosina) scheme passes through 1.5 km of Natura 2000 (PLB300017 and PLH 300010). Two bridges will be constructed (200 m and 505 m) through the wetlands allowing for animal passages below. Compensatory measures (including replanting an area outside the N2000 zone) for this N2000 area are to be implemented with monitoring over 10 years. Demonstrating compliance is a condition for disbursement against these schemes. The Bank will be requiring that the Competent Authority provides signed declarations (Forms A/B) as a condition for disbursement against these schemes.

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 mitigation compensation and management measures have been identified in consultation with relevant

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.

stakeholders and included in the final designs. The procedures followed by the Promoter are satisfactory and the project is acceptable for Bank financing with conditions.

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”.

In all the sections alternate route/variants were examined. Variants were selected on the basis of distance from Natura 2000 and special conservation areas (SCA), influence on people, surface water, ground water, archaeological sites and monuments, and landscape.

Poznan (Korzensko) to Wroclaw (Widawa i/c) 48 km: EIA was done in 2009 and supplemental EIA in 2011. In 8/2010 an environmental decision was issued. However the ZRID decision has not been finalised due to residents appealing location of noise screens. Variant 1C selected as being most beneficial for the environment. Each variant runs through the Barycz Valley Landscape Park (4 km), Trzebnickie Hills protected (landscape) area (2 km) and crosses (2.25 km) the migration corridor (Main south central corridor – 8) where a passage combined with the Stawnik river was designed. The closest N2000 (PLH 020041 Ostoja nad Barycza) area is 140 m away. Nine (non Natura) compensation measures are planned to help compensate for destruction of “fragments” of protected areas or habitats.

Mielno to Gniezno (i/c Lubowo) 18.3 km: The EIA was done in 2009 and in 2/2010 an environmental decision was issued. The ZRID is expected in 2013. The nearest N2000 (PLH 300026 Gniezno Lake District) is 8 km away. A major gas line from Russia to Germany crosses the planned route and this will be protected (2 m below ground). The entire road will be fenced, several animal passages provided and noise barriers erected. Strict environmental guidelines are to be followed during construction. The investment (selected variant I) is not expected to have a significant impact on the environment.

Poznan Zachod (i/c Gluchowo) to Mosina (i/c Wronczyn) 15.9 km. An EIA was done in 5/2010 and the Environmental decision issued in 2/2013. The supplemental EIA is still outstanding. The ZRID is expected in Q1 2014. Variant II was selected as the least impact on protected species. Variant II, however, crosses for 1.5 km, N2000 areas Ostoja Rogalinska (PLB 300017 and PLH300012) and Ostoja Wielkopolska (PLH 300010) which protect fauna and other habitats (including birds, bats, and amphibians). Two bridges are to be constructed some 705 m long which allow passages for animals. Compensation measures are to be implemented before initiation of actions causing negative impact. An area of 15 Ha is to be established north of Poznan some 4 km away from the affected N2000 site. Plants are to be transferred prior to the start of construction in the N2000 area. Monitoring is to be done on both these areas for 10 years post construction. Detailed measures have been provided. Other mitigation measures include noise barriers, animal passages and air quality control monitoring at specified locations.

Radomicko to Kaczkowo 28.7 km: The same EIA and environmental decision has been used as in the previous section. The ZRID is expected in Q1 2014. Variant II was selected out of three (i.e. I and III) as the other variants are closer to the city and separate them from the forest and impact some wetlands. The nearest N2000 is located 5 km away (Dolina Dolney Baryczy PLH020084).

S11 Western Bypass of Poznan (EIB section- 2B: Rokietnica to Swadzin w/o interchanges. 5.3 km). The EIA was done for entire bypass in 3/2006 with the environmental decision being approved on 6/2007. Supplementary EIA was done for the EIB section on 8/2011 with the building permit being issued on 9/2011. Two variants were considered and the western one (becomes eastern in the south) was selected. This had the least impact on

buildings and high voltage lines and was the shortest route. The main impact of the project was noise and land take (30 Ha). Noise screens are to be provided. The EIB section does not impact any N2000 areas.

EIB Carbon Footprint Exercise

The project is included on the following basis:

- Estimated annual third party greenhouse emissions (vehicular use, from existing and generated demand) from the use of the project in a standard year of operation:
- Forecast absolute (gross) emissions are 300,500 tonnes of CO₂ equivalent per year; and
- Forecast emissions increase is 23,800 tonnes of CO₂ equivalent per year. The project boundaries are:
 - Existing network comprising the current main road DK5 and a second alternative road representing alternative itineraries on the secondary road network.
 - In the “with project” case, the additional network comprising the 111 km new S5 and 5 km new S11 as defined in the paragraphs above.
- The baseline is the forecast third party emissions, in the absence of the project, from the existing network only within the project boundary defined above. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption. The absolute emissions forecast includes both the existing and additional network.
- For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Public Consultation and Stakeholder Engagement, where required

Poznan (Korzensko) to Wroclaw (Widawa i/c): Consultation held in September 2008. The route and noise were main issues. At appraisal an appeal over noise screens was pending. The ZRID would be issued when final decision taken.

Land take: 449.8 Ha to be acquired. Structures for demolition: 3 residential buildings; 39 utility buildings; 1 petrol station. Land acquisition payments commence with the issuance of the ZRID/building permit.

Mielno to Gniezno (i/c Lubowo): Public Consultation held in 10/2009. Protests over the route affecting agriculture were resolved with the selected variant (I). Land take: 115 Ha to be acquired. No residences.

Poznan Zachod (i/c Gluchowo) to Mosina (i/c Wronczyn): Consultation held in 8/2010: A complaint by one resident/NGO was turned down by the court and the environment decision was sustained. Noise and land acquisition issues were adjudicated. Land take: 139.2 Ha to be acquired, with no houses included.

Radomicko to Kaczkowo: Consultation dates (same as previous). Land severance was an issue. Road too close to glider airstrip. Compliance issues were sorted. Land take: 220 Ha to be acquired with one house for demolition.

S11 Western Bypass of Poznan (section 2B): Consultation held in 6-7/2011. Noise, land issues discussed. Complainant (same person in two previous sections) received noise screens (variant 2B passes 40 m from house and no land to be taken from him). Land take: 30.1 Ha acquired and one house demolished.

The EIAs are posted on the Banks website .

Other Environmental and Social Aspects

Poznan Zachod (i/c Gluchowo) to Mosina (i/c Wronczyn): For 10 years the effectiveness of compensation measures is to be monitored and a report sent to the RDOS in Poznan. Safety Audits have been prepared for all five sections in keeping with Directive 2008/96/EC.

The procedures followed by the Promoter are satisfactory and the project is acceptable for Bank financing with conditions.

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