

Environmental and Social Data Sheet

Overview

Project Name:	S3 EXPRESSWAY	
Project Number:	2012-0666	
Country:	POLAND	
Project Description:	The project consists of two components, as follows: (i) construction, largely on a new alignment, of 82 km of 2 x 2 expressway between Nowa Sol and Legnica (2 x 3 between Polkowice and Lubin where the existing 2 x 2 will be widened); (ii) construction of three other separate works, namely the conversion to 2 x 2 expressway standard of the approx. existing 12 km Gorzow and 6 km Miedzyrzecz Bypasses as well as the 44 km section between Sulechow and Nowa Sol. Both components are in western Poland.	
EIA required:	Yes	
Project included in Carbon Footprint Exercise ¹ :	Yes	

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

The project sections were previously included in the National Road Construction Program 2008, which was subject to a Strategic Environmental Assessment. The project involves a mixture of road improvement and road construction in a largely rural environment, besides bypassing some towns. The works are to be performed on four non continuous sections of expressway, three of which fall under Annex I of the Environmental Impact Assessment (EIA) Directive 2011/92/EU. The project was subject to several full EIA procedures including mandatory disclosure and public consultation. The various procedures resulted in five different Environmental Decisions (ED) being issued by the respective Competent Authorities over the period 2009-2010. In accordance with Polish law, certain additional environmental procedures have/will be performed at the building permit stage; the completion of such procedures will be a condition of disbursement.

The sections cross or border four Natura 2000 sites and are in the vicinity (less than 1 km) of four others; therefore, the provisions of the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC) apply. The relevant EIA reports do not identify any significant negative effects on protected sites and species. A confirmation of these opinions (Form A/B) will be obtained from the respective Competent Authorities for Nature Conservation prior to disbursement for each section.

Subject to the conditions outlined above, the project is acceptable from an environmental and social perspective.

Environmental and Social Assessment

Overall

The main residual negative impacts of the project are: conversion and permanent loss of largely agricultural and forest land (at least 398 ha); additional noise, vibration and visual intrusion for certain properties; habitat and community severance; and the involuntary resettlement of households (at least 29). The EDs specify a large number of mitigating measures including: restrictions during construction; installation of acoustic barriers; construction of small, medium and large animal crossings; drainage and wastewater

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.

treatment systems; re-plantation of greenery; construction of pedestrian facilities and access roads for local residents; as well as ex-post impact assessment. Furthermore, by redirecting long distance traffic away from villages and towns, many local communities will see an improvement in their local environment in terms of noise, vibration, severance and safety.

1) Gorzow Wielkopolski Bypass.

This entails the construction of a second carriageway along 11.7 km of an existing bypass (already planned for 2 x 2, but built as 2 x 1) to a 2 x 2 expressway on existing alignment mostly within the current right of way of the road. An Environmental Impact Study/Report was completed in June 2009 and included the review of various alignment alternatives. The documents were publically disclosed on 9th July 2009 and one motion was received but deemed inadmissible. The Environmental Decision (ED) was issued on the 2nd September 2009 providing the environmental approval for the project and associated mitigation requirements. The ED did not require the promoter to perform a Supplemental EIA at the construction permit stage.

The bypass is in the vicinity of nine Natura (N2000) sites, Special Protection Areas; "Ostoja Witnicko-Dębnińska" (PLB320015), "Dolina Dolnej Noteci" (PLB080002), "Ujście Warty" (PLC080001), "Puszcza Barlinecka" (PLB080001), "Puszcza Notecka" (PLB300015), Special Areas of Conservation; "Ujście Noteci" (PLH080006), "Ujście Warty" (PLC080001), "Torfowisko Chłopy" (PLH080004), "Murawy Gorzowskie" (PLH080058). In one location, the bypass crosses the "Gorzowsko-Krzeszycka Dolina Warty" Protected Landscape Area. It has been concluded that no significant negative impact on the areas is to be expected provided that the mitigating measures are implemented.

Eleven archaeological sites were identified along the route where rescue excavations must be conducted and excavation/construction works in the remaining area require archaeological supervision.

2) Miedzyrzecz Bypass:

This entails the construction of a second carriageway along 6.4 km of an existing bypass (already planned for 2 x 2, but built as 2 x 1) road to a 2 x 2 expressway on the existing alignment. The works fall within Annex II of the EIA Directive but were screened in by the Competent Authority. An Environmental Impact Study/Report was completed in August 2009 which included the review of various alignment alternatives. The documents were publically disclosed on 9th September 2009; no motions were submitted. The ED was issued on the 8th October 2009 providing the environmental approval for the project and associated mitigation requirements. The ED did not require the promoter to perform a Supplemental EIA at the construction permit stage.

The section crosses one and is in the vicinity of three Natura (N2000) sites: PLH080003 "Nietoperek" Special Area of Conservation is crossed in the north east corner, PLH080001 "Dolina Leniwej Obry" Special Area of Conservation is 120 metres away from the bypass and further afield, PLH080002 "Jeziora Pszczewskie i Dolina Obry" Special Area of Conservation and PLB080005 "Jeziora Pszczewskie i Dolina Obry" Special Protection Area are about 7.4 km away from the planned bypass. It has been concluded that no significant negative impact on the areas is to be expected provided that the mitigating measures are implemented.

Eight archaeological sites were identified along the route where rescue excavations must be conducted and excavation/construction works in the remaining area require archaeological supervision.

3) Sulechow – Nowa sol Section:

This entails the construction of a second carriageway along 44 km the existing road (already planned for 2 x 2, but built as 2 x 1) road to a 2 x 2 expressway mostly on existing alignment. An Environmental Impact Study/Report was completed in July 2009 and included the review of various alignment alternatives. The documents were publically disclosed on 10th July 2009. The Environmental Decision (ED) was issued on the 1st September 2009 providing the environmental approval for the project and associated mitigation requirements. The ED required the promoter to perform a Supplemental EIA under Section 88 of the 2008 EIA Act at the construction permit stage.

This section borders with two Natura 2000 sites: the PLH080012 Kargowskie Zakola Odry site over about 500m and the PLB080004 Dolina Środkowej Odry site. Further, it is in the proximity of another 15 Natura sites at a distance from 2 to 19 km. The environmental impact report has, however, concluded that no significant negative impact on the areas is to be expected provided that the mitigating measures are implemented.

Eleven archaeological sites were identified along the route where rescue excavations must be conducted and excavation/construction works in the remaining area require archaeological supervision. The section runs across a protected water intake area and sensitive protection area water areas. Additional mitigations are thus foreseen to protect these zones.

4) Nowa Sol - Legnica Section:

This entails the construction of 82 km of 2 x 2 expressway between Nowa Sol and Legnica, largely on a new alignment. An Environmental Impact Study/Report was completed in May 2009 and included the review of various alignments alternatives. The documents were publically disclosed on 2nd of September 2009 with public hearings held on the 28th September. However during the process a new variant was proposed by the promoter and the revised documents were disclosed on the 14th October 2009. During the process no motions were received within the deadlines. The Environmental Decision (ED) was issued on the 29th December 2009 providing the environmental approval for the project and associated mitigation requirements. The ED also required the promoter to perform a Supplemental EIA under Section 88 of the 2008 EIA Act at the construction permit stage.

The planned section of the road does not border or cross any Natura 2000 areas; the closest Natura area is 2 km from the project. It has been concluded that the planned investment does not have a negative impact on natural habitats and species of plants and animals for which Natura 2000 areas have been established. However, based on the environmental impact report some parts of natural habitats located outside Natura 2000 areas, specified in appendix 1 to the Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and wild fauna and flora, and habitats of species specified in appendix II to the above-mentioned directive, will be damaged. However, due to a small area of the damaged habitats and provided that the indicated conditions of the undertaking implementation will be met, it will not have a significant impact on natural elements protected on the basis of the above-mentioned directive. Therefore, it was not deemed necessary to perform environmental compensation in relation to those habitats.

No archaeological sites have been identified along the route at the design stage. Rescue excavations must be conducted when finds are encountered. Excavation/construction works require archaeological supervision at all times.

5) Legnica interchange with A4 motorway:

This entails the construction of 2.5 km of 2 x 2 expressway between Legnica and the A4 Motorway on a new alignment. This section was previously included in another section of the S3 (Legnica, (A-4 junction) to Lubawka (the Czech border) with a length of 70km). The 2.5 km section consists, for the most part, of an intersection and it was decided to include it into the current project to ensure the S3 connection from the north to the A4 motorway. The EIA process and approval was, however, done for the entire section.

An Environmental Impact Study/Report was completed in September 2009 and included the review of various alignments alternatives. The documents were publically disclosed on 10th of September 2009 including public hearings on the 6th October. As the project also borders the Czech Republic the documents were also disclosed in Czech on the 10th of November 2009. Notification was also given to the Czech competent authorities and by means of a letter of 26 January 2010 the Czech authorities had indicated that they would refrain from conducting a full environmental impact assessment in the cross-border context. During the process no motions were received. The Environmental Decision (ED) was issued on the 29th December 2009 providing the environmental approval for the project and associated mitigation requirements. The ED also required the promoter to perform a Supplemental EIA under Section 88 of the 2008 EIA Act at the construction permit stage. This reassessment requirement is related to the 2.5 km section (relevant for this project)

The planned section of the road does not border or cross any Natura 2000 areas and especially in the first 2,5km (the section relevant for this project) there are no sites in the immediate vicinity. It has been concluded that the planned investment does not have a negative impact on natural habitats and species of plants and animals for which Natura 2000 areas have been established

No archaeological sites have been identified along the route at the design stage. Rescue excavations must be conducted when finds are encountered. Excavation/construction works require archaeological supervision at all times.

For all the above sections an environmental assessment is required twelve months after construction to assess the adequacy of the implemented mitigation measures and recommend any additional mitigations if relevant.

All sections are expected to improve road safety through the separation of carriageways and, in some locations, grade separation of junctions. Road safety audits at various stages of design and pre-commissioning have been or will be performed in accordance with Polish legislation².

The project sections are not at any particular risk from climate change.

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 303 000 tonnes of CO₂ equivalent per year; and
 - Forecast emissions increase is 28 000 tonnes of CO₂ equivalent per year.

The project boundaries are:

- Existing network comprising (i) 11.6 km of DK3 Gorzow Wielkopolski Bypass (ii) 6.4 km of DK3 Miedzyszcz Bypass (iii) 44.4 km of DK3 between Sulechow and Nowa Sol and (iv) 83.4 km of DK3 between Nowa Sol and the junction of Jaworzynska street with the A4 motorway south of Legnica.
- In the “with project” case, the new network comprising the 144 km of completed S3 together with residual pieces of DK3 between Nowa Sol and Legnica.
- The baseline is the forecast third party emissions, in the absence of the project, from the existing network only within the boundary defined above. The absolute emissions forecast includes both the existing and additional network. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption.
- 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.

Social Assessment, where applicable

The project involves the expropriation of private and public land as well as the involuntary resettlement of residential homes. Such expropriation is conducted in accordance with applicable national laws and regulations.

For all sections, there was adequate disclosure and consultation in line with Polish law.

Other Environmental and Social Aspects

The Bank’s Services propose to include the following loan conditions in the finance contract:

² 13 April 2012 Amendment to the Act on Public Roads and Certain Other Acts and Ordinance No. 42 of GDDKiA of September 3, 2009 on assessment of impact of road infrastructure projects on road safety and road safety audits.

- For the first disbursement for which funds are to be applied in part to a particular component³, an opinion of the Competent Authority for Nature Conservation on the expected impact of the project on protected areas and species (Form A/B).
- For the first disbursement for which funds are to be applied in part to a particular component, a copy of the approval of the Supplemental EIA(s) performed under Section 88 of the EIA Act 2008 or evidence that no such Supplemental EIA(s) is required.

³ Sections have been grouped into components by Voivod in the contractual technical description for administrative reasons.