

Environmental and Social Data Sheet

Overview

Project Name: S17 Expressway (Warsaw to Lublin)

Project Number: 20120664

Country: Poland

Project Description: The project concerns the construction of two 2x2 expressway sections of the S17 and one section of the S12, in central Poland totalling 107.2 km as follows: i) 36.9 km between Warsaw (Lubelska) and Garwolin (beginning of bypass) ii) 58.55 km between Garwolin (end of bypass) and Kurow (i/c Sielce) in two sections and iii) about 11.84 km of the S12 Puławy – Kurów (i/c Sielce) (stage II) Puławy bypass in the Mazowieckie and Lubelskie voivodeship.

EIA required: yes

Project included in Carbon Footprint Exercise¹: yes

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

The project consists of three sections which (for the most part) follow existing alignments in an area to the south east of Warsaw. The schemes fall under Annex I of the EIA Directive 2011/92/EU and three EIAs were done between 2008-2009. Positive environmental decisions were issued for all the sections between 2009 and 2011. Construction is to be done through eight contracts and so eight building permits are required along with supplemental EIAs when the final designs are completed. The main negative 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 EIAs reveal the following: S17 Lubelska – border of Lubelskie Voivodship crosses with the Natura 2000 area Dolina Swidra over 2 km (0.5%) but avoids interference with key habitats within the site. Mitigating measures include using a crossing over the Swider and Mienia valley which does not interfere with the river bed and appropriate technical solutions for drainage and runoff. There have been some complaints (in the past) and one appeal (against the environmental decision) is outstanding. The section S17 Lubelskie border to Kurow (i/c Sielce) intersects N2000 site Doliny Wieprz (PLH 060051) over 0.7 km however the Competent Authority has stated that after the application of mitigating measures it will not have a significant impact on the habitats for which it was established. The section S12 Pulawy bypass widens an already constructed section which passes through a N2000 area Pulawy (PLH 060055: Bats). Thereafter the scheme takes the shortest route out of the N2000 area. In addition a Protected Landscape Area, Kozi Bor, is located 200 m away from Sielce Interchange. Demonstrating compliance with the Habitats Directive 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 sections.

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

The project results from the National Road Construction Programme for the years 2011–2015 which falls within the scope of the SEA Directive 2001/42/EC and therefore a Strategic Environmental Assessment (SEA) has been done, including public consultation. 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), protected landscape area (PLA), influence on people, surface water, ground water, archaeological sites and monuments, and landscape.

Section I: S17/ Warsaw (Lubelska) to Garwolin (beginning of bypass)

EIA was done in 2009-2010. In 11/2010 an environmental decision was issued. However the ZRID decision (supplemental EIA and building permit) will not be finalised until the Design and Build contracts are awarded. Variant 1b was selected as being most beneficial for the environment (with the relocation of the i/c Bocian to the i/c Kołbiel). The Environmental decision was issued but this has been contested and a GDOS (General Directorate for env.) decision is pending. Variant 1B collides with N2000 area Dolina Swidra, over 1.5 km and 8 Ha (0.5%) will be destroyed but this is not deemed significant. The widening of the existing road also passes 350 m from the N2000 area Bagna Celestynowskie but will not generate destruction of habitat. There are numerous species of protected mammals including game in the area (wild boar, roe deer, badger, elk), 73 species of nesting birds and 19 species of fish including 3 listed in Annex II. At a distance of 9 km there are four N2000 areas but the impact is not deemed to be significant. Mitigating measures have been included in the EIA and the environmental condition decision.

Section II: S17/Garwolin (end of bypass) to Kurow (i/c Sielce) in two sections

An EIA was done in 2008 and updated in 3/2010 and an environmental decision issued in 4/2011. However the ZRID decision (supplemental EIA and building permit) will not be finalised until the Design and Build contracts are awarded. Variant D was selected as being most beneficial for the environment. This option runs on the eastern side of the existing road, bypassing the villages Niwa Babica and Stara Dabia. The variant D has the least/minimal contact with the N2000 area Dolina Wieprz PLH 060051, the protected landscape area (PLA) Pradolina Wieprza (river valley) and runs some 150 m from another protected landscape areas viz. Kozi Bor. Mitigation measures will help ensure no significant impact on the environment. As noise levels at more than 12 buildings are exceeded and will be mitigated with noise screens some ex-post monitoring of the noise levels will be required. The project will also contribute to improved road safety.

Section III: S12/Puławy – Kurów (i/c Sielce) (stage II) Puławy bypass

This alignment represents a combination of a widening in part and a new alignment. An EIA was done in 2008 and the environmental decision issued in 11/2009. However the ZRID decision (supplemental EIA and building permit) will not be finalised until the Design and Build contracts are awarded. Variant B was selected as being most beneficial for the environment. Due to revisions in the boundary of the N2000 area Puławy (PLH 060055 and includes a building which acts as a refuge for bats) the existing stage I section now falls within its limits. The current addition of a second carriageway cannot avoid the N2000 area (between km 11+050 to the km 12+388.02) and thereafter exits sharply. The section also runs some

150-300 m from PLA Kozi Bor. Mitigating measures include noise screens, animal crossing, use of grass ditches, drainage filtration ponds. With mitigation the impact on the environment is not expected to be significant. The route avoids the Młynki village and collides slightly with a horticultural farm.

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 221,000 tonnes of CO₂ equivalent per year; and
- Forecast emissions increase is 22,000 tonnes of CO₂ equivalent per year.

The project boundaries are:

- Existing network comprising (i) national road no. 17 in the project area, to be upgraded to expressway standards largely on existing alignment, and (ii) national road no. 12 and road no. 824 in the catchment area of future S12.
- In the “with project” case, the new network comprising 1) 36.9 km between Warsaw (Lubelska) and Garwolin (beginning of bypass) 2) 58.55 km between Garwolin (end of bypass) and Kurow (i/c Sielce) in two sections and 3) 11.84 km of the S12 Puławy – Kurów (i/c Sielce) (stage II) Puławy bypass.

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 forecast for absolute emissions 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

Land acquisition is planned to commence in 2015. 1139 Ha of land has been estimated along with 52 residential and in excess of 50 commercial buildings are to be acquired.

Public Consultation and Stakeholder Engagement, where required

The Regional Environmental Authority (RDOS) announced the public consultation for all three sections with feedback as follows:

Section I: Route through two towns and noise screens were debated. The environmental decision is still not final as a judgement and appeal is ongoing. Passages for large animals and land acquisition may be affected.

Section II: The location of an interchange was discussed (access to residence affected) but no changes made.

Section III: No issues raised.

Other Environmental and Social Aspects

Section II: Works to be carried out during March to October with no pillars longer than 40 m in the river (Wieprza). Monitoring is to be done by the Lublin branch office.

Section III: The road passes through the feeding area of bats (700 m) and passes 2 km away from the house where they live. This would be monitored.

Noise levels are to be monitored after one year and every 5 years thereafter.