

Environmental and Social Data Sheet

Overview

Project Name:	S8 EXPRESSWAY WARSAW APPROACHES	
Project Number:	2012-0642	
Country:	POLAND	
Project Description:	The project entails the construction of about 37 km of expressway adjacent to the Warsaw ring road in central Poland in two separate components: (i) about 15 km dual three lanes carriageway around Marki to the north east of Warsaw largely on new alignment, and (ii) about 22 km dual two lanes carriageway between Radziejowice and Paszków to the south west of Warsaw following the existing alignment.	
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 involves a mixture of road widening and new road construction in a mostly urbanised environment. The works are to be performed on 2 non continuous sections of expressway 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 7 different Environmental Decisions (ED) being issued by the respective Competent Authorities over the period 2007-2014. In accordance with Polish law, certain additional supplementary environmental procedures have/will be performed at the building permit stage; the completion of such procedures will be a condition of disbursement.

The sections do not cross or border any Natura 2000 sites, but the closest site is 2 km from one of the sections; 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) has or 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 project sections were previously included in the National Road Construction Program 2008, which was subject to a Strategic Environmental Assessment.

The main residual negative impacts of the project are: conversion and permanent loss of largely agricultural and forest land; additional noise, vibration and visual intrusion for certain properties; habitat and community severance; and the involuntary resettlement of households. 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 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 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.

1) Expressway S8 (approx. 21,5 km) between Radziejowice and Paszków

The project consists of the improvement of the existing 2 x 2 interurban road to full expressway standard, primarily entailing the separation of traffic flows at junctions and widening to 2 x 3 lanes over 2 km. The project also includes a significant amount of supplementary roads to ensure continued access to many businesses along the existing route. An Environmental Impact Study was completed in April 2010 and included the review of various alignments alternatives. The documents were publically disclosed on 17 June 2010, various comments and requests had been received and dealt with. An Environmental Decision (ED) was issued on 9 August 2010 providing the environmental approval for the project and associated mitigation requirements. However due to some changes to the scope of the project (inclusion of an additional interchange) a supplemental ED was issued on 15 April 2014, including additional public consultation. It requires the promoter to perform a Supplemental EIA (limited to the reconstruction of the drainage system and construction of the bridge structures) under Section 88 of the 2008 EIA Act at the construction permit stage.

The start of the road section (near Radziejowice) is in the vicinity, 2 km, of one Natura (N2000) site Dabrowa Radziejowska (PLH14003) but it has been concluded that no significant negative impact on the areas is to be expected provided that the mitigating measures are implemented.

2) Expressway S8 (approx. 15.4 km) from Marki to Radzymin:

This entails the construction of 15.4 km of dual three lane expressway on new alignment. The project also includes the refurbishment of the existing road through Marki for about 14 km and some supplementary roads. The road consists of two sections:

Marki interchange (ic) to Drownica ic (approx. 2,4 km): This section is covered through an ED dated 19 October 2007 and covers a larger project, the Eastern Warsaw Ring Road (section Marki interchange to Drownica, Zakret and ending at Lubelska interchange). This included public consultations and based on an Environmental Impact Study, however appeals had been lodged against the environmental considerations in the ED. The appeal process resulted in a decision by the General Director of Environmental Protection on 24 April 2009 to uphold the original ED.

The scope of the project was reduced to exclude the section Drownica (without interchange) to Zakret interchange through ED dated 17 November 2011, leaving the Marki interchange to Drownica interchange (part of the current project). As part of the procedure for issuing the building permit the Regional Director decided that a Supplemental EIA be conducted, which was done in July 2013. Public participation including a public hearing on 9 September and the consultation process resulted in the inclusion of some additional environmental conditions (mostly related to additional noise mitigation).

Drownica to Radzymin (approx. 13 km): This section is covered through an ED dated 2 December 2011 and was based on an Environmental Impact Study dated 29 March 2011, including variant studies. The documents were publically disclosed on the 29 June 2011 and repeated on the 17 August 2011 (due to incorrect display of information on the 21 day appeal period). A significant number of comments and requests had been received and dealt with. However appeals had been lodged against the environmental considerations in the ED after its publication. This appeal process has resulted in a decision by the General Director of Environmental protection on 19 October 2012 to uphold the original ED with a few changes related to post implementation review of mitigation measures.

The planned section of the road does not border or cross any Natura 2000 areas and 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.

However the project does pass through Zielonka forest, part of the Warsaw protected landscape area, located between Zielonka and Nadma and borders the wetland reserve "Horowe Bagno". The Environmental Decision indicates many detailed conditions concerning the protection of these areas and protected species during construction and operation. Especially due to the existence of areas with high amphibian migration activity additional

measures are taken. Due to the existence of areas with protected birds, additional measures are taken during construction works. Close monitoring of the hydrological condition of the wetland is also conditioned in order not to disturb the wetland habitat.

3) Common to the whole project:

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 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 134,000 tonnes of CO₂ equivalent per year; and
- Forecast emissions increase is 7,000 tonnes of CO₂ equivalent per year.

The project boundaries are:

- Existing network comprising (i) 13.9 km section of the DK8 between the junction with the ringroad at Marki up to Dybow-Kolonia (south east of Radzymin), and (ii) 21.5 km section of the DK8 between Radziejowice and Paszkow.
- In the "with project" case, the new network comprising the 36.9 km of completed S8 together with the residual piece of the network between Marki and Dybow-Kolonia (Radzymin).

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

The project involves the expropriation of private and public land, some 373 ha, as well as the involuntary resettlement of 57 residential homes. Such expropriation is conducted in accordance with applicable national laws and regulations.

Other Environmental and Social Aspects

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

- 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.

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.

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