

Environmental and Social Data Sheet

Overview

Project Name:	A1 MOTORWAY (PYRZOWICE CZESTOCHOWA)
Project Number:	2014-0268
Country:	Poland
Project Description:	The project concerns the construction, on a new alignment, of about 57 km of 2 x 2 motorway between Pyrzowice and Czestochowa in south central Poland. The project is divided into four sections.
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 the construction of a new 2 x 2 motorway in a mainly rural environment. The project falls under Annex I of the Environmental Impact Assessment (EIA) Directive 2011/92/EU. The project was therefore subject to a full EIA procedure including mandatory disclosure and public consultation. The procedure resulted in a positive Environmental Decision (ED) being issued by the Competent Authority in February 2009. In accordance with Polish law, the promoter voluntarily undertook additional supplementary environmental procedures to support the building permit applications. Four positive supplemental environmental decisions were issued over the period from October 2013 to April 2014.

During public consultation at various stages of the planning process, several issues were raised by third parties and affected persons including the route location, mitigation of noise as well as impacts for amphibians and other fauna. Some of the issues have been addressed in the final decisions from the Competent Authority while it was infeasible to address others. A limited number of third parties and affected persons, still not satisfied by the proposals, have subsequently appealed against the resulting building permits. The EIB Services will review the status of these appeals prior to disbursement.

While the project does not cross or border any Natura 2000 sites, the closest site is just one hundred metres from the project and several others are in the vicinity; therefore, the provisions of the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC) apply. Following an Appropriate Assessment, the relevant EIA reports do not identify any significant negative effects on protected sites and species. Confirmation of this opinion (Form A) has been obtained from the Competent Authority for Nature Conservation.

The project is expected to have positive impacts for the environment along the existing route and other roads from which traffic may divert - improved safety, reduced noise, vibration and local pollution. Although the project will have some residual negative impacts, these have been assessed and adequate measures have been identified in consultation with relevant stakeholders and included in the final designs. Subject to the condition outlined above, the project is acceptable from an environmental and social perspective.

Environmental and Social Assessment

The project was previously included in the National Road Construction Program which was subject to a Strategic Environmental Assessment.

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's planning history goes back at least three decades. During the 1980's and 1990's, various alignment options were considered and subject to administrative consultation between affected local authorities. A location decision on the, now adopted, alignment as well as the location of the junctions was issued by the Minister of the Interior in December 1999. Subsequent to local complaints related to a section about 5 km long, after further public consultation, the Location Proposal was changed. Final Location Decisions were issued by the Silesian Voivod over the period 2002-2005. An EIA report (for a longer section of which the project formed part) was prepared in 2007 and submitted to the Competent Authority in 2008. A positive Environmental Decision was issued in February 2009. This decision was subsequently amended and then reconfirmed by the General Director for Environmental Protection in early 2010. The promoter voluntarily undertook additional supplementary environmental procedures to support the building permit applications. These were subject to several exchanges and further analyses between the Competent Authority, interested third parties and the promoter. Four positive supplemental environmental decisions were issued over the period from October 2013 to April 2014.

The main residual negative impacts of the project are: (i) permanent conversion of agricultural and forest land; (ii) additional noise, vibration and visual intrusion for certain receptors; (iii) severance of communities, habitats and animal migration routes; and (iv) increased local pollutant emissions adjacent to the project. The various Environmental Decisions specify a large range of mitigating measures including: installation of acoustic screens; drainage and wastewater treatment systems; re-plantation of greenery; fencing along entire length of project; installation of antiglare screens; rehabilitation of some surface water sources to improve their attractiveness as amphibian habitats; various restrictions on working practices; and regular monitoring including further inventory gathering over a 3-5 year period.

With regards to the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC), the project does not cross or border any Natura 2000 areas. However, nine N2000 sites are situated between 0.1 km and 12.5 km from the project. An Appropriate Assessment was conducted during 2010-2013 during which an adequate inventory was prepared. Despite the proximity to the Molinia meadows in "Walaszczyki w Czestochowie" Site of Community Interest (PLH240028, an abandoned former iron ore mining site, 100 metres from the alignment), the relevant environmental decision concludes that the project is not expected to have a significant impact. Nevertheless, a range of specific restricting measures are prescribed to limit the impact and include: the use of a motorway viaduct to span sensitive locations; specific hydraulic works; relocation of protected plants; limitations on the felling of trees and bushes; restricted working hours during the nesting periods for birds; and use of greenery to guide animals to animal passages.

The motorway crosses a large number of known wildlife migration corridors between natural habitats. These corridors have been identified after the collection of an extensive primary inventory as well as consultation with the Forest Inspectorates and specialist wildlife organisations. As a result, the Environmental Decisions require the construction of 142 animal passes: 6 big, 19 medium and 117 small (some integrated with cross drainage).

For traffic diverting to use the project road, there will be an improvement in road safety through the lengthened sight distances, grade separation of junctions and provision of an emergency lane and other safety measures. Road safety audits at various stages of design and pre-commissioning have been or will be performed in accordance with Polish legislation.

The project is 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 300,000 tonnes of CO₂ equivalent per year; and
- Forecast emissions decrease is 2,000 tonnes of CO₂ equivalent per year.

The project boundaries are:

- Existing network comprising: (i) 51 km of DK1 between the future Rzasawa junction and the junction DK1/DK78 at Siewierz; and (ii) 13 km between junction DK1 and DK78 at Siewierz, along the DK78 and S1, to the A1 Pyrzowice junction.
- In the “with project” case, the new network comprising the 57 km of completed A1 together with the existing network as defined above.

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 974 ha of largely agricultural and post mining waste land with some forest, as well as the involuntary resettlement of a limited number of residential homes. Such expropriation is conducted in accordance with applicable national laws and regulations.

Public consultation was conducted at each stage as part of the EIA procedure with further iteration during the supplemental EIAs. Objections/appeals were raised on several issues including the location/route; widening the area of ecological influence; compensation measures for amphibian breeding grounds; effectiveness of animal crossings and location of replacement reservoirs for amphibians; building permits and land acquisition. 80% of the land has already been acquired and most of the planning and building permits have been granted. Where possible the Competent Authority has included in the environmental decisions measures to address the objections. Nevertheless, some appeals against the construction permits are ongoing. The promoter is required to report on the outcome of these appeals to the Bank’s services, prior to disbursement