

Environmental and Social Data Sheet

Overview

Project Name: Poland Road Modernisation III
 Project Number: 2014-0269
 Country: Poland

Project Description: The programme comprises the construction of 14 small and medium scale bypass road schemes totalling 176 km in Poland. A total of seven 2x1 and seven 2x2 road investment schemes designed with adequate engineering and safety measures is proposed. The investments are part of the Road Investment Programme for the years 2014 to 2020.

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 schemes were previously included in the National Road Investment Program which was subject to a Strategic Environmental Assessment in compliance with Directive 2001/42/EC. The schemes fall under the requirements of Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive 2014/52/EU and were screened in by the Competent Authorities and have been the subject of full EIAs including public consultation. The process is incomplete on five of the schemes as supplemental EIAs are ongoing in connection with the building permits. Demonstrating compliance is a condition for disbursement against these schemes. Environmental Decisions and EIA reports have been obtained for all 14 schemes. All Environmental Decisions were issued between 2007 and 2014. Non-Technical Summaries have been provided for all the schemes. Additional detailed assessments have also been carried out at the time of preparing the application for building permits.

The negative impacts are varied but include agricultural and forest land conversion, noise and vibration, visual intrusion and severance of communities and habitats. The Environmental Decisions specify a range of mitigating measures including installation of acoustic screens, animal crossings, restriction of working practices, landscaping, archaeological (preservation) works and regular monitoring.

The schemes are required to comply with the requirements of the Habitats Directive (92/43/EEC) and Birds Directive (79/409/EEC). Positive environmental decisions have been issued for all the sites. The formal declarations on the assessment carried out under Article 6 of the Habitats Directive and signed by the Competent Authority (Form's A/B or equivalent) are outstanding for the project. These are to be submitted to the Bank prior to disbursement against these schemes. Six of the schemes have no Natura 2000 sites nearby. Four schemes have Natura 2000 sites located between 500 m and 1.5 km away and four sites intersect N2000 areas viz Olsztyn, Gora Kalwaria, Sanok and Walcz bypasses. A number of mitigation measures are planned for the schemes.

The programme is expected to have positive impacts for the environment along the existing highways and national roads from which traffic will divert. The communities adjacent to the old routes will benefit by way of improved safety as well as reduced noise, vibration and local pollution, improved travel times and reduced congestion. Although the programme does have residual negative impact, these have been assessed and adequate mitigating and

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.

management measures have been identified in consultation with relevant stakeholders and then included in the final designs.

Environmental and Social Assessment

Environmental Assessment: The programme consists of the following schemes:

No	Road No.	Section	EIA/NTS	Supplemental EIA	Environ. Decision	Nature Conservation Issues
1	15	Brodnica Bypass	Jul-08	Not reqd	Nov-08	N2000 Dolina Drwęc (PLH280001)- approx.500m
2	15	Inowrocław Bypass	May-07	Jun-11	Jun-08	No N 2000
3	59	Wielun Bypass	Jun-06	Dec-09	Aug-07	No N 2000
4	8	Belchatow Bypass	Oct-06	May-10	May-07	No N 2000
5	S11	Ostrow Wlkp.Bypass	Aug-08	Outstanding	Jan-10	Dolina Baryczy (PLB020001). Ostoja nad-Barycza(PLH020041) app 700m
6	S11	Jarocin Bypass	Aug-07	Mar-10	Jun-08	No N2000
7	50/79	Gora Kalwaria Bypa	Dec-06	Jan-11	Nov-07	Dolina Środkowej Wisły(PLB140004) (crossing on the length of 185m)
8	351&16	Olsztyn Bypass	12.2012	Outstanding	Jan-13	Puszcza Napiwodzko-Ramucka(PLB.280007) crossing Ostoja Napiwodzko Ramucka (PLH 280052)-(distance- approx. 700m)
9	33 & 46	Kłodzko Bypass	May-12	Outstanding	Dec-13	No N2000
10	41/46	Nysa Bypass	Apr-09	May-12	Oct-09	Forty Nyskie (PLH160001)(bats' habitats) (distance - 1,5 km)
11	20	Koscierzyna Bypass	Jun-08	Nov-13	Jul-14	Bory Tucholskie (PLB220009) (distance-approx.700m)
12	28	Sanok Bypass	Sep-13	Outstanding	Aug-11	Dorzecze Górnego Sanu(PLH180021) (crossing on the area of 150m-Sanoczek river and 160 m-San river)Góry Słonne (PLB180003)(approx. 400m)
13	S10	Walcz Bypass	Dec-10	Jun-14	Aug-11	Puszcza nad Gwdą(PLB300012)(crossing)
14	S11	Szczecinek Bypass	Jul-12	Outstanding	Oct-12	No N2000

All EIAs and environmental decisions have been issued for the schemes. However five of the Supplemental EIAs are to be completed. Supplemental EIAs may be performed at the building permit stage if either the Competent Authority or the Promoter deems it necessary. In addition, three building permits are outstanding. The formal declarations on the assessment carried out under Article 6 of the Habitats Directive and signed by the Competent Authority (Form's A/B or equivalent) are outstanding for the project. These are to be submitted to the Bank prior to disbursement against the respective schemes.

Six of the schemes have no Natura 2000 sites nearby. Four schemes have Natura 2000 sites located between 500 m and 1.5 km away and four sites intersect N2000 areas viz Olsztyn, Gora Kalwaria, Sanok and Walcz bypasses. The Olsztyn bypass runs on the outer edge of the N2000 area (PLB 280007 - Birds) for 1.7 km. Another N2000 area (PLH 280052) is located 700 m away. The Walcz bypass cuts N2000 for 2.5 km and the Sanok bypass crosses the N2000 Rivers San and Sanoczek. The Gora Kalwaria scheme crosses N2000 area (PLB140004) for a distance of 185 m. Mitigation measures include animal bridges, culverts, noise screens, archaeological trial pits, landscaping, and drainage ponds with separators.

EIB Carbon Footprint Exercise

Annual third party greenhouse emissions (vehicular use, from existing and generated demand) were estimated for the six largest schemes which were the subject of detailed cost benefit analysis by the Bank's services:

- Forecast absolute (gross) emissions are 175,000 tonnes of CO2 equivalent per year; and
- Forecast emissions increase is 23,000 tonnes of CO2 equivalent per year.

The project boundaries are:

- *Inowroclaw bypass*: Existing network comprising: (i) 12 km of DK15/DK25 between the future Dworkowa junction and the junction DK15 entering Inowroclaw at the Staszica road (ii) 7 km of urban roads between Staszica and the junction Ulica Poznanska DK25 (iii) 11 km of DK15/DK25 between Posnanska and the Strelzno Junction
- In the “with project” case, the new network comprising the 18.1 km of completed Inowroclaw bypass together with the existing network as defined above.
- *Ostrow Wilkp. Bypass*: Existing network comprising: (i) 9 km of DK16/S11 between the future Sobotka junction and the junction DK16 entering Ostrów Wielkopolsk at Obwodnica Junction (ii) 3 km of urban road between Obwodnica Junction and Al. Słowackiego Junction (iii) 1 km of S11 expressway between Al. Słowackiego Junction and the future Antonin Junction
- In the “with project” case, the new network comprising the 12.7 km of completed Ostrow Bypass together with the existing network as defined above.
- *Gora Kalwaria Bypass*: Existing network comprising: (i) 5 km of DK79 between the future Lubna junction and the junction DK79 entering Gora Kalwaria at Prezejskie Junction (ii) 4 km of DK79 road between Prezejskie Junction and Moczydlow junction (iii) 5 km of DK50/DK79 between Moczydlow Junction and the future potycz Junction
- In the “with project” case, the new network comprising the 24.7 km of completed Gora Kalwaria bypass together with the existing network as defined above.
- *Olsztyn Bypass*: Existing network comprising: (i) 15 km of DK16 between the future Sielska junction and the junction DK53 entering Olsztyn at the Wincentego Pstrowskiego road (ii) 10 km of DK53 between Wincentego Pstrowskiego and the future Barzewo Junction
- In the “with project” case, the new network comprising the 24.7 km of completed Olsztyn bypass together with the existing network as defined above.
- *Walcz Bypass*: Existing network comprising: (i) 2 km of DK10 between the future Mirosławiec junction and the junction DK10 entering Walcz at the Nowomiejska road (ii) 1 km of urban roads between Nowomiejska road and Rondo Niepodlegosci junction; (iii) 11 km of DK53 between Wincentego Pstrowskiego and the future Witankowo Junction
- In the “with project” case, the new network comprising the 17.8 km of completed Walcz bypass together with the existing network as defined above.
- *Szczecinek Bypass*: Existing network comprising: (i) 2 km of DK11 between the future BOBOLICE junction and the junction DK11 entering Szczecinek at the Narutowicza junction (ii) 3 km of urban roads between Narutowicza/road and Stanisława Staszica junction; (iii) 4 km of urban roads between Wincentego Pstrowskiego and the future Okonek Junction
- In the “with project” case, the new network comprising the 12 km of completed Szczecinek Bypass 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, where applicable

In excess of 4203 plots will be acquired and more than 1,776 Ha of land are to be purchased.

Public Consultation and Stakeholder Engagement, where required

Stakeholders have raised a number of issues during the EIA procedures. These were generally associated with the route selection and the environment. Where possible the route was adjusted to satisfy genuine concerns. Some (three) of the ZRID (building and location) permits are outstanding and five of the Supplemental EIAs are to be completed. These are to be submitted to the Bank as disbursement conditions against the respective scheme. Third parties have challenged the EIA permitting procedure on several schemes, especially with respect to the route / location, proximity to houses, noise, access to farms, and environmental issues but most of these have been settled. Further issues may be raised under the Supplementary EIA procedure.