

Environmental and Social Data Sheet

Overview

Project Name:	Warsaw Ring Road III
Project Number:	2014-0734
Country:	Poland
Project Description:	Construction of the S2 southern bypass expressway of Warsaw between Pulawska and Lubelska (in total 18.6 km).
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 expressway in a suburban, agricultural and forest environment. The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA. The project has been subject to one main procedure resulting in a positive Environmental Decision in April 2011. At least three supplemental EIAs will be performed at the building permit stage during 2015-2016. The availability of Bank funds will be conditional on receipt of the supplemental EIAs.

The project crosses the Natura 2000 site Dolina Srodkowej Wisly (PLB140004) and is in the vicinity of Las Natolinski (PLH140042). Therefore, the provisions of the Birds Directive (2009/147/EC) and Habitats Directive (92/43/EEC, as amended) apply. As part of the EIA, an Appropriate Assessment under Art 6.3 of Habitats Directive was carried out, concluding that the project is unlikely to have a significant negative effect on these sites. The availability of Bank funds will be conditional on receipt of a confirmation of this opinion by the Competent Authority for Nature Conservation (Form A/B).

The main residual negative impacts of the project are: conversion and permanent loss of about 264 hectares of mixed suburban, forest and agricultural land; additional noise, vibration and visual intrusion for those properties close to the new section; degraded local air quality next to the new road; severance for communities living adjacent to the new road; and the involuntary resettlement of about 120 residential homes and farm houses. Numerous measures have been put in place to reduce, mitigate or manage negative impacts.

Subject to the fulfilment of the disbursement conditions referred to above, the project is satisfactory to the Bank in environmental and social terms.

Environmental and Social Assessment

Environmental Assessment

The project concerns the construction of an 18.6 km long 2x3 expressway on a new alignment between the junctions Puławska and Lubelska in south east Warsaw, as part of the broader A2(S2) motorway corridor crossing the country from the German to the Belorussian borders. The project includes a new major bridge across the River Vistula (1.5 km long, 2 x 4

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.

lanes), to supplement the strained capacity provided by the existing seven road bridges open to the public connecting the two halves of the city.

The project section is included in the Masovian Region Development Strategy 2020, the City of Warsaw Development Strategy 2020, the National Road Construction Program 2008-2012 and the Study on Conditions and Directions for Spatial Development in the City of Warsaw, all of which were subject to a form of strategic environmental assessment.

The EIA procedure for the project commenced in December 2006 and a positive Environmental Decision (ED) was issued in April 2011. In addition, the promoter has voluntarily decided to undergo a so called "supplemental EIA" procedure at the building permit stage². As the works are to be procured under a Design & Build contracting model, the winning contractors will be responsible for preparing the Supplemental EIAs as part of the pending permitting process, expected to be performed over the period 2015-16. The scope of the Supplemental EIAs will cover those potential changes deriving from final detailed design and/or regulatory changes since the 2011 ED. There may be three or more such supplemental EIA procedures (one per section of the project plus others at the discretion of the contractor). A number of legal cases challenging the EIA procedure have already taken place and, although none were pending at the time of appraisal, further appeals may be submitted during the building permit stage.

The project crosses the River Vistula for 1,000 metres (from circa km 8+800 to km 9+800), a Natura 2000 site, (Special Protection Area, Dolina Srodkowej Wisly, PLB140004). The route also intersects the nationally protected area of Wilanów Meadows (km 5+600 to km 6+250), along a total length of about 650 metres. In the area of influence of the project, the following other important habitats are also located: the "Powsinek" ecological site (km 6+190 to km 6+270), the area of the "Biały Ług" reserve and the Masovian Protected Landscape Area. Moreover, the road runs in the vicinity of the "Las Kabacki" (Kabacki Forest) nature reserve and the Natura 2000 "Las Natoliński" (Site of Community Interest, Natoliński Forest, PLH 140024). The EIA has assessed potential impacts on these areas. An Appropriate Assessment under Art 6.3 of Habitats Directive was carried out, concluding that the project is unlikely to have a significant negative effect on protected areas and species.

The project has a long planning history dating back more than 30 years. Various alignment and design options had been considered over this period, including the location of the ringroad much further out from the city. More recently, the most important project variants concerned the following sensitive areas:

- River Vistula, where the design of the bridge has now been determined as a flat, open structure (as opposed to a cable-stayed design solution), compatible with the free movement of birds;
- The neighbourhood of Ursynów, where a 2.3 km long closed tunnel will be constructed to reduce acoustic nuisance and community severance; and
- Wilanów Meadows protected area, where the project will be on embankment as opposed to viaduct.

The Environmental Decision provides for numerous mitigation measures including: prohibition of certain construction activities during nesting periods of protected species; design restrictions on the bridge across the River Vistula so that it allows unimpeded movement of birds; provision of a tunnel to cross the densely populated area of Ursynów; installation of acoustic barriers; construction of pedestrian facilities and bicycle paths; construction of crossings for fauna; extensive drainage and runoff water treatment systems; plantation of greenery; as well as ex-post impact assessment to evaluate the effectiveness of the envisaged solutions. The scope of such ex-post impact assessment includes: air, soil and groundwater pollution; noise levels and monitoring of the nesting population of protected species within the boundaries of the River Vistula Natura 2000 area. The Supplemental EIAs may propose further, more detailed mitigation measures which may then be prescribed as part of the final building permit approval.

² Under the Section 88 of the Act on Making Available Information on the Environment and the Protection of the Environment and on the Participation of Society in Environmental Protection and Information on Environmental Impact Assessments of 3 October 2008, which transposes the relevant EU Directives.

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 200,000 tonnes of CO₂ equivalent per year; and
 - Forecast emissions savings are 40,000 tonnes of CO₂ equivalent per year.
- The project boundaries are:
 - “Baseline case”, the existing network comprising a theoretical representative alternative route of Trasa Siekierkowska (E30) for 18.9 km between the current eastern end of the S2 expressway at Ursynow and the junction of National Highway No. 2 with National Highway No. 17 in Zakret; and
 - “With project case”, the proposed new expressway between Puławska and Lubelska totalling 18.9 km³, plus the existing network as defined above.
- The baseline is the forecast third party emissions, in the absence of the project, from the existing network within the project boundary defined above. The emissions forecasts are based on Services’ assumptions on traffic, traffic growth/generation, 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

Around 264 hectares of land will need to be expropriated because of the project, including the involuntary resettlement of about 120 residential homes and farm houses. Appropriate compensation is envisaged in accordance with applicable national laws and regulations, which are in line with the relevant Bank standards. At the time of the appraisal of the project, land acquisition has not started.

Public Consultation and Stakeholder Engagement

In line with regulatory requirements, public consultation took place during the proceedings to grant the environmental consent. The positive environmental decision was challenged by a number of third parties. Two of these appeals – one claiming there had been insufficient route alternatives considered in the EIA and the other alleging procedural irregularities - were taken to the Supreme Administrative Court (SAC) of Poland. The SAC dismissed the cases closing the administrative appeal process at the national level.

Other Environmental and Social Aspects

The project lies on the TEN-T network and is therefore subject to the provisions of Directive 2008/96/EC on road safety management. The project also includes a tunnel of about 2.3 km length which means that the Directive 2004/54/EC on road tunnel safety also applies. Road safety audits at various stages of design, construction and operation have been or will be performed.

The project is expected to have some positive environmental impacts in terms of an overall reduction in green-house gas emissions due to significant decongestion effects; displacement of local emissions away from built up areas; as well as road safety improvements.

The project does not have a particular exposure to climate change.

³ Part of the alignment at Puławska junction is already built and left unused; hence 18.9 km vs. 18.6 km to be built.