

Environmental and Social Data Sheet

Overview

Project Name: S5 Expressway II (Nowe Marzy-Bydgoszcz-Wroclaw)
 Project Number: 20140735
 Country: Poland
 Project Description: Construction of three sections of the S5 expressway (Nowe Marzy-Bydgoszcz-Wroclaw), in South-west Poland totalling 162.5 km

EIA required: yes

Project included in Carbon Footprint Exercise¹: yes

(Details for projects included are provided in section: "EIB Carbon Footprint Exercise")

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

The project consists of three new and upgraded sections along the S5 between Nowe Marzy-Bydgoszcz-Wroclaw in west Poland. The schemes fall under Annex I of the EIA Directive 2011/92/EU and two EIA reports were done for the three sections in 2010. Positive environmental decisions were issued between 8/2011 and 2/2013 (for Poznan section: Wronczyn to Radomicko) and between 5-7/2010 for the two Bydgoszcz sections (Nowe Marzy to Bydgoszcz and Bydgoszcz to Mielno). Prior to work commencement in 4/2017 supplemental EIAs (needed because the EIAs were done before new legislation enacted) and the ZRID (Permit for Road Investment Realization; equivalent to location and building permits) decisions will be submitted by the Contractor. The submission of these permits will be the subject of a disbursement condition. In total there are nine subsections, however construction is to be done through seven contracts with seven ZRID decisions. The main impacts of the project include agriculture and forest land conversion, noise and vibration, visual intrusion, and severance of communities and habitats, impacting 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 Competent Authorities have stated that, seven of the schemes do not run through any Natura 2000 sites and hence will not have a significant impact on them. (They pass some 220m to 2.7km away). However the Poznan sub section Wronczyn- Koscian passes through 1.7 km of Natura 2000 (PLB300004) and within 500 m of PLH 300039. Compensation is planned to offset the negative impacts to the N2000 area and involves the re-planting of habitat 6510 with hay over 15 Ha. along with work restriction measures. One scheme, Bydgoszcz sub sec. Tryszczyn – Bydgoszcz borders N2000 "Dolina Srodkowej and Dolina Noteci (PLB 300001 and PLH 300004) for up to 1.5km. However the latter section follows the existing alignment. Two bridges will be constructed (spans approx. 500 m) over the river Brda and Wda allowing for animal passages below. The alignment passes an old castle with bats and follows the Vistula river. Mitigation measures include special acoustic screen for birds 1.2km long along with the use of low noise asphalt. Special measures include the replanting of protected plants; providing a new breeding place for birds and ecological passage ways placed under/over the corridor to maintain migration corridors. Post construction monitoring is to be maintained for 3 years. Demonstrating compliance 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. At appraisal there were no ongoing complaints concerning the environment.

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 mitigation compensation and management measures have been identified in consultation with relevant stakeholders and included in the final designs. The procedures followed by the Promoter are satisfactory and the project is acceptable for Bank financing with conditions.

Environmental and Social Assessment

Environmental Assessment

A Strategic Environmental Assessment (SEA) has been done for this project, including public consultation, in accordance with the (SEA) Directive 2001/42/EC under the National Road Construction Programme for the years 2011–2015. Conclusions of the SEA are presented in the report entitled “Strategic Environmental Assessment of National Road Construction Programme for the years 2011–2015”. As far as vulnerability to climate change is concerned this will be addressed in the Supplemental EIAs.

In all the sections alternate route/variants were examined. Two EIAs were done, one for the sections around Bydgoszcz and the other for the (separate) Poznan section. Variants were selected on the basis of distance from Natura 2000 and special conservation areas (SCA), influence on people, surface water, ground water, archaeological sites and monuments, and landscape.

Bydgoszcz: Nowe Marzy to Bydgoszcz, Bydgoszcz to Mielno : 128 km . An EIA was done in 7/2010 and the positive Environmental decision issued on 5-7/2010. A supplemental EIA, with consultation, is expected as part of the ZRID (building permit process) in 3/2017. Four options were considered and Variant No. 4 was selected as being most beneficial (social, economic and also the environment), Demolition of buildings was minimised; a black stork nesting area and a new N 2000 area was avoided. Public consultation was done in 6/2010 and managed by the RDOS. Main issues related to demolition of houses, and severance. These were dealt with in the designs via 7 pedestrian bridges, animal passages and bridges and relocating the road from the built up areas. One sub section: Tryszczyn – Bydgoszcz borders N 2000 area for 1 km (“Dolina Srodkowej Noteci I kanalu Bydgoskiego” (PLB 300001) and “Dolina Noteci” (PLH 300004)). Special measures include the replanting of protected plants; a new breeding place for birds is to be created and passage ways placed under/over the corridor to maintain migratory corridors. Special drainage retention ponds will also be used to filter water runoff. Other measures include 1.2 km of noise screens (one side only) for birds. This will be finalised during the supplemental EIA.

Three sub sections follow the Vistula valley along the old alignment and are varying distances (500m to 1.5km) from the N2000 area which includes an old castle with bats. The Vistula river valley provides habitat to a range of flora and fauna including deer and wild boar and 18 protected bird species. Five animal passages/bridges are planned. The latter sections mainly follow the old alignment and are varying distances from the N 2000 areas including the Notec river (230 m away).

Poznan: Sub sections: Wronczyn – Koscian and Koscian – Radomicko 34.5km: The EIA was done in 2010 and the environmental decision granted in 2/2013. The ZRID is expected in 2017. The decision had to be issued twice as there was a complaint from a Forest NGO in 8/2011. The main issue was noise. RDOS agreed that the levels were recorded incorrectly and so the environmental decision was changed in 2/2013. Two variants were examined and variant II selected on the basis of social reasons (fewer demolition of houses) and noise. Public consultation was held in 2011 the environmental decision stage and will be redone at the ZRID stage. There were no major issues raised other than the NGO. Two sub sections are 600m and 2.2km from the N 2000 areas (“wielki leg Obrzanski” PLB 300004 and “Ostoja Brrcinsko- Gasawska” PLH 040028). However one sub section, Wronczyn – Koscian cuts through the N 2000 area “Wielki Leg Obrzanski” PLB 300004 for 1.7km and is 500m to “Bedlewo – Bieczyny” PLH 300039. Compensation is planned to offset the negative impacts

to the N2000 area and involves the re-planting of habitat 6510 with hay over 15 Ha. Some archaeological areas (not monuments) will be disturbed and further investigation is needed prior to construction.

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 averaged over a 25 year operation period:

- Forecast absolute (gross) emissions are 330,000 tonnes of CO₂ equivalent per year; and
- Forecast emissions increase is 26,000 tonnes of CO₂ equivalent per year.

The project boundaries are:

- Existing network comprising the current main road DK5 and a second alternative road representing alternative itineraries on the secondary road network.
- In the “with project” case, the additional network comprising the 162.5 km new S5 as defined in the paragraphs above.

The baseline is the forecast third party emissions, in the absence of the project, from the existing network only within the project boundary defined above. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption. The absolute emission forecast includes both the existing and additional network.

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.

Public Consultation and Stakeholder Engagement, where required

Public consultation was held in 6/2010 and in 2011 (Poznan). The main issue related to noise which resulted in the Environmental Decision being re-done (Poznan).

Land acquisition has not started as this cannot be done until after the ZRID approval is granted. However the preparatory work is ongoing and given the time allocated to the contract prior to start of construction (i.e. 10 months for design plus 5 months for permit) the process is not expected to delay the start of works.

1. Nowe Marzy – Bydgoszcz – Mielno:
 - Land: approx. 500 ha (approx. 4000 plots)
 - Buildings: 127 residential, 486 other
2. Wronczyn - Radomicko
 - Land: approx. 300 ha (approx. 1260 plots)
 - Buildings: 12 residential, 31 other

The EIAs are posted on the Banks website.

Other Environmental and Social Aspects

For 3 years the effectiveness of compensation measures is to be monitored and a report sent to the RDOS in Poznan.

Safety Audits have been prepared for all five sections in keeping with Directive 2008/96/EC.

The procedures followed by the Promoter are satisfactory and the project is acceptable for Bank financing with conditions.