

Environmental and Social Data Sheet

Overview

Project Name: Warsaw Infra III Roads
 Project Number: 20110412
 Country: Poland

Project Description: The project involves the construction and upgrading of roads and associated infrastructure in three schemes in Warsaw, Poland, namely the construction of 1) Nowolazurowa Street from Al. Jerozolimskie (Jerusalem) to ks. Juliana Chrościckiego Street; 2) the interchange on Siekierkowska Route as well as 3) Capacity extension and modernisation of Marsa to Zolnierska Street. The project is to be allocated under Warsaw Municipal Infrastructure III framework loan (Serapis No. 2009-0104).

EIA: Required

Carbon Footprint: are the project emissions estimated to exceed the absolute (gross) or relative (net) emissions thresholds (100,000 or 20,000 tons CO₂e/year respectively) of the EIB Carbon Footprint Pilot exercise? Scope, boundary, baseline and thresholds are defined in the EIB draft Carbon Footprint Methodologies.

Yes - details are provided in section: "Carbon Footprint"
 No

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

The Schemes are not deemed a programme of works, therefore a specific Strategic Environmental Assessment (SEA) in compliance with the Directive 2001/42/EC has not been carried out. However a SEA was required for the purpose of the City's Sustainable Development Transport Strategy. All investments forming part of the City's programme should comply with the City's Transport Strategy.

These urban schemes fall, in the main, under the requirements of Annex II of the Environmental Impact Assessment (EIA) Directive. The Competent Authority has decided on the basis of Annex III of the EU EIA Directive 85/337/EEC, amended by directives 97/11/EC and 2003/35/EC that formal EIAs were required for each scheme. In each case it was decided that the schemes would not have a significant impact on the environment. Non Technical Summaries have been provided for each scheme.

With regards to the Habitats Directive (92/43/EEC) and Birds Directive (79/409/EEC), none of the sub-projects encroach on any Natura 2000 area however Marsa to Zolnierska Street is located near to a Natura 2000 area. The appropriate assessment and consultation has been carried out and appropriate mitigation measures have been agreed. The Banks services would require written confirmation from the Competent Authority that the provisions of the Habitats Directive have been complied with (Forms A/B or equivalent) for all three schemes.

The schemes are not subject to Road Safety Audit in compliance with Directive 2008/96/EC. Nonetheless, the construction of the roundabout at Siekierkowska Route along with other improvements in all schemes such as numerous flyovers, tunnels, pedestrian underpasses,

traffic signals, and centralised traffic management systems will help reduce “black spots” previously in occurrence along the three sections.

The project should ultimately lead to a slight overall reduction of relative CO2 emissions due to improved fluidity of traffic.

Environmental and Social Assessment

Environmental Impact and Mitigation

1) Nowolazurowa Street from Al. Jerozolimskie (Jerusalem) to ks. Juliana Chrościckiego Str.

This scheme is in a brown field area and does not cross any Natura 2000 areas. An EIA was done for the scheme and the NTS was submitted to the Bank.

The main impacts relate to traffic noise and increased air pollution. Mitigation measures include the use of low noise asphalt, noise barriers, increased window glazing and green berms/belts. In addition, storm water pre-treatment measures are being introduced to restrain and treat run-off. The Competent Authority has advised that the scheme does not have a significant impact on the environment.

The final building permit was issued in April 2011.

2) The interchange on Siekierkowska Route.

This scheme is in a brownfield area and does not conflict with Natura 2000 areas. The environmental permit was issued in December 2007 and the building permit in October 2008. The scheme sought to address (in the area of the Marsa/Plowiecka/Ostrobramska Street junction) noise and air pollution levels exceeding the limits caused by the road traffic at the times of rush hours and high levels of congestion. In addition the poor state of the road surface resulted in increased noise levels. In addition to improved traffic flows expected as a result of the new intersection, main mitigation measures include noise screens (to be added where the noise levels exceed the limit) and additional window glazing. The establishment of an environmental monitoring programme will also be done.

3) Capacity extension and modernisation of Marsa to Zolnierska Street.

The scheme is in a brownfield area and is adjacent to a Natura 2000 area “The Middle Vistula Valley “by approx. 100 – 300m. An EIA has been done in 2007 for this section and the report submitted to the Bank. The environmental decision was issued in March 2008 and the building permit in November 2010. The main impacts relate to excessive noise, high levels of air pollution. Mitigating measures include the installation of noise screens, the use of “silent (road) surfaces”, landscaping, pre-treatment of rainwater and snow-melt with regard to suspended solids and petroleum derivatives in water run-off. Additionally, the preparation of a monitoring network along with a plan for periodic measurements of noise and Nitrous oxides is being implemented. The competent Authority has deemed that the project would not have a significant impact on the Natura 2000 area.

Social Assessment, where applicable

Land acquisition is now complete and presently no outstanding issues are in force.

Condition prior to re-allocation

Borrower shall provide the following prior to re-allocation:

For all the schemes documentary evidence from the Competent Authority for Nature Conservation that the requirements of the Birds and Habitats Directives have been fulfilled (Form A/B or equivalent).