

## Environmental and Social Data Sheet

### Overview

Project Name: S7 and S8 EXPRESSWAYS (TEN)

Project Number: 2012-0202

Country: Poland

Project Description: The project consists of the construction on a mostly new alignment of dual carriageway 2x2 lane expressway and associated access roads in Poland, consisting of three sections along the S7 (total length of 90.5km) and four sections (total length 301.4km) of the S8 expressway corridors (TEN-T) totalling 391.94 km

EIA required: yes

Project included in Carbon Footprint Exercise<sup>1</sup>: yes

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

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”.

The project has seven sections i.e. three along the S7 and four along the S8. The schemes falls under Annex I of the EIA Directive 2011/92/EU and all the EIAs have been completed and environmental decisions issued. The EIA procedures, including variants, public consultation, impacts along with mitigating measures and environmental monitoring, have been examined and they are in order. Positive environmental decisions have been obtained for all sections. Negative impacts are varied but include agriculture 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, further inventory gathering, some fencing, animal crossings, and restriction of working practices, usage of approved quarries, 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, in their opinion, the schemes will not have a significant impact on any Natura 2000 sites. Demonstrating compliance is a condition for disbursement against these schemes. The Bank will be requiring that the Competent Authority provide signed declarations (Forms A/B) as a condition for disbursement against these schemes.

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

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

## Environmental and Social Assessment

### 1. S-7 ELBLĄG (S-22) – OLSZTYNEK (S-51) SECTION Paslek – Milomlyn, 50.2km

#### EIA Directive

The EIA was completed in 2008 with the supplementary EIA being done in 2009. The final environmental decision was granted by the competent authority in November 2009 and the building permit issued in January 2010. All land acquisition is complete. The road does not cross any big ecological corridors nevertheless a series of crossings for small, medium and big animals has been designed to provide continuity with the ecological ecosystems. 7 crossings for big animals and 67 ecological culverts will be constructed. Air pollution will not be an issue and will be minimised by the planting of isolating and protective greenbelts along the lane which will help reduce the pollutions emitted from moving vehicles. Seven sets of acoustic screens will be placed where noise levels are exceeded. Appropriate separators of petroleum derivatives and solids are being installed along the waste inlets to help prevent any leaks of harmful substances from vehicles. Drainage ponds are being constructed along the length of the roadway. There have been a few complaints however at present none remain. During public consultation the main issues which were addressed related to crossings for local farmers, local gas station owner wanted to be included in the bid for the service area, alignment shifted to accommodate access to the heritage park. Three alternative alignments were considered. The first was a new route through agricultural lands, the second was a new route but running through "Truso archaeological park" and the third runs near to the existing route but requires a high number of demolitions of buildings. The first alternative was selected as it had the lowest cost of construction, high economic return and low environmental including archaeological impact.

#### Habitats Directive

The following N2000 areas are in the vicinity of Budwitz, Niedzwiedzie Wielkie, Drweca Valley, and Drudzno Lake.

Based on the EIA it is claimed that the project will have no negative impact on the two closest N2000 sites viz. PLH 280010 : Budwity 1km away and PLH 280019 : Niedzwiedzie Wielkie, 3.2 km away. No compensatory measures and or minimising of operations is planned.

The bird sanctuary "Druzno Lake Reserve" (PLB 280013) is more than 7.5km to the North West. Funds have been earmarked for mitigation measures arising out of the 2008 environmental decision and a scoping study is being done on the Druzno Lake area.( A further EIA was carried out in 2011 and additional fencing in the vicinity of the N2000 is specified). An EIA and environmental decision has been issued. It has been reported that there are no significant impacts of the project on the environment including the N2000 areas.

### 2. S-7 OLSZTYNEK (S-51) – Płońsk (S-10): Section Olsztynek – Nidzica, 31.3km

#### EIA Directive

An EIA was completed June 2006 and the supplementary EIA in September 2007. All environmental permits have been granted. The building permit was issued in July 2011. All the land has been acquired for the project. The project was deemed to not have a significant impact on the environment .. Mitigating measures include drainage collection ponds, systems for pre-treatment for water runoff, acoustic screens, animal passages, and animal fencing, During public consultation the issues raised related to the proximity of the site to property, location of the chosen variant (had to be shifted), noise issues. Four alternative alignments were examined which were similar . The route through the Zaluski was changed to create a ring road to the north of the city in the selected alternative (IV). Other advantages of the selected alternative IV were high ERR, compliance with planning documents, lack of collision with existing infrastructure and services.

#### Habitats Directive

The section does not cross any N2000 areas, however the N2000 area Puszcza Napiwodzko-Ramuka (PLB 280007) is located some 3km away. Two 60m green bridges along with several underpasses are being constructed, 5 large animal underpasses, 6.5 km of noise barriers, fencing along entire length (including amphibian fencing also), wooden anti-flash screens for light avoidance for animals on green bridges are being constructed. Re-forestation is also planned.

3. S7 RADOM (Jedlińsk) – JĘDRZEJÓW: sec. Wiśniówka – Chęciny (Kielce bypass), 22.7km

#### EIA Directive

The EIA was completed in 2008 and the supplementary EIA in May 2010. The environmental decision was issued in 2008 and the building permit in August 2010. Some archaeological issues related to lead mines needing to be filled up. The project has two large animal bridges and crosses a N2000 river with a breeding area for fish located 1 km away.

Public consultation was conducted in 2008 and 2010. Complaints and appeals were aired and dealt with appropriately. Three alternative routes were examined. The third variant was selected in which the Kostomloty junction was moved 200m towards Warsaw in relation to the other two variants and was selected because of its improved safety, also least impact on the neighbouring villages and the environment.

#### Habitats Directive

The project (includes new alignment) section crosses two N2000 areas viz i) Checinsko – Kieleckie Hills – PLH 26\_34 and ii) Dolina Bobrzy – PLH 26\_04. The Checinsko – Kieleckie Hills area is cut by the existing alignment and contains a number of Appendix I and two Appendix II (to the council directive) protected species and is high in biodiversity. The three N2000 areas are also nearby (0.7, 3.2 and 3.7km) and are reportedly outside the direct impact zone. A section of the forest has been denuded (Habitat 9171). Several mitigating measures have been planned. During the final assessment of the environmental impact, it was concluded that the solutions provided will ensure that the project will not have any significant detrimental effect on the natural habitats, plant and animal species habitats and the protected species themselves. This also includes the integrity of the N2000 areas and their connection with other areas. Environmental monitoring is being conducted by the contractor's team and the GDDKiA. Approx. 1100 plots have been purchased.

4. S8 PIOTRKÓW TRYB. – WARSZAWA: sec. Piotrków Tryb. (A1, 1/c.Piotrków) – Rawa Maz., sec: Rawa Maz. – Radziejowice, 84km

#### EIA Directive

The EIA was done in February 2007 with supplemental EIAs being done prior to the building permitting stage i.e. February 2010 to September 2010. The environmental decisions were issued between June 2006 and February 2007. The main impacts of the project related to noise, surface water runoff, and agricultural passages/crossings for farmers, and visual impacts. During public consultation the issues raised related to noise, replanting of orchards with more robust species, care to be taken on plants being used for noise barriers to block any invasion by new pests/species on orchards. Cultural heritage: A 15th century shrine was relocated in consultation with local Clergy. Several mitigating measures have been planned. The existing route is being used for the new expressway. No other alternative routes were considered as a result. The competent authority has deemed that the project would not have a significant impact on the environment.

#### Habitats Directive

These sections do not cross any N2000 areas. The nearest N 2000 sites are the Doliny Rawka (PLH 100015, 1km away: A river valley wetland. Fish species protected) and Dabrowa Radziejowska some 2 km away. The competent Authority has deemed that the project will not have a significant impact on the environment.

Most of the plots have been acquired (2036 plots ) with 122 outstanding/being disputed.

5. S8 WROCŁAW (PSIE POLE) – SYCÓW stage I & stage II, 47.2km

EIA Directive

The EIA has been undertaken and the environmental permit awarded in November 2008. The Construction/building permit was awarded in 2010 (stage I) and 2011 (stage II). The route option selected passes furthest from the N2000 areas. During public consultation the main issues related to the need for a 2m high fence to protect larger animals from trains, protection of migration corridors, larger anti-glare screens, and noise. Two alternative alignments were examined. Variant one (43km), along the existing road number 8 and variant three (47km) to the north of the existing road number 8. Variant 3 was selected as it bypassed the highly populated areas. However some small sections of forest and “Dobra river valley “( a protected area) will be affected ( over approx.. 1.9km) The competent Authority has deemed that the project will not have a significant impact on the environment.

Habitats Directive

The project touches the boundary of the N2000 site Kumaki Dobra (PLH 020078), however, the nearest habitat (for the breeding area of amphibians) is located 1km away. Also a white tailed eagle (protected species) habitat/nest is located 150m from the road reservation. The main impacts include migration route of frogs, (general severance issues), rare orchid location affected, and bat habitats. Mitigation measures include constructing animal passages including relocating frogs from site and directing them to the passages, replanting/relocating the orchids, bat protection and care (special boxes/houses built for bats ), anti-glare screens , noise barriers, animal bridges, animal culverts, temporary waste collection holes/pits, drainage retention ponds, small fencing for amphibians.

6. S8 SYCÓW – KĘPNO – WIERUSZÓW – WALICHNOWY, 45km

EIA Directive

One EIA and two supplemental EIAs were done and the environmental decision was issued in February 2011. During public consultation issues raised related to noise, agricultural access to fields. These have been resolved. Two alternative alignments were examined. Variant two would have an impact on the groundwater intake for the town of Bralin and result in traffic related issues in the local community. Hence the first variant was selected. The competent Authority has deemed that the project will not have a significant impact on the environment

Habitats Directive

The nearest N2000 site is 1.5km away (Baranow habitat). Mitigating measures include noise barriers, animal passages, and monitoring of air quality. A total of 1800 plots have been acquired.

7. S8 WALICHNOWY – ŁÓDŹ: sec. Walichnowy (inc.i/c) – A1 (i/c. Łódź), 110.1km

EIA Directive

The EIA was done and the environmental decisions issued between January 2010 to July 2011. The main impacts of the project include noise, water runoff, amphibians habitat. Mitigation measures include anti-flash screens on animal overpasses, gantries for bats along migration corridors to guide bats in flight, fencing (including amphibian fencing), and environmental monitoring. During public consultation in 2009, the location of the selected route had to be moved. Issues included EIA quality ( complained about allowing the proximity of the road to the N2000 area). The complainant took up the case in the Supreme Court but this was thrown out); noise, proximity of the road to their properties, objections regarding the denuding of the forest (selected route shifted away from houses), severance of farmers, hunters. There have been some archaeological finds (jewellery, old burial grounds). Six alternative alignments were selected. After public consultation three of the variants were combined and selected (variants 1, 4 and 6) based on the technical, economic and environmental aspects. The competent Authority has deemed that the project will not have a significant impact on the environment

## Habitats Directive

The project will cross the N2000 area of the Grabia River (PLH 100021) which includes a protected population of invertebrates. The promoter intends to build bridges (without piers in the river) over the protected area and to minimise the impact during investment implementation and operation. Protected fish species (Appendix 2) are present in the Grabia River.

A total of 5620 plots are being acquired (including 38 families). 9 % of the owners have been paid.

## Disbursement conditions

- For all sections of the retained alignment, to be funded in part by the disbursement request, the Promoter is to provide to the Bank any outstanding declarations (Nature Conservation forms) signed by the Competent Authority (Forms A/B or equivalent)
- For all sections of the retained alignment, to be funded in part by the disbursement request, confirmation that any Supplemental EIAs forming part of the final building permits, , have been obtained.
- For any disbursement covering the S-7 section ELBLĄG (S-22) – OLSZTYNEK (S-51): sec. Pasłek – Miłomłyn, the Promoter should confirm that the outstanding environmental documentation has been submitted to the European Commission and that they have obtained their approval.

Prior to the last disbursement:

- For all sections to be funded in part by the disbursement request, the Promoter shall confirm that a road safety audit in accordance with the guidelines and principles set out in Directive 2008/96/EC has been duly completed for the relevant sections of the project.

## 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 1,750,000 tonnes of CO2 equivalent per year; and
- Forecast emissions increases are 50,000 tonnes of CO2 equivalent per year.
- The project boundaries are defined by the seven project sections described above, and include the roads from which traffic is deviated to the new expressway sections.
- 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 forecasts are based on 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

(See above)

## Public Consultation and Stakeholder Engagement, where required

(See Environmental and Social assessment above)