

Environmental and Social Data Sheet

Overview

Project Name:	Warsaw Ring Road (TEN) II
Project Number:	20120194
Country:	Poland
Project Description:	The project concerns two sections of the TEN-T road network in the Masovian Region of central Poland as follows: (i) improvement to 2 x 3 expressway standard of about 12 km of the existing 2 x 2 highway between Powazkowska and Marki in the north-west of Warsaw (part of ring road); and (ii) green-field construction of about 16 km of a 2 x 3 expressway between Salomea and Wolica in the south-west of Warsaw (feeder to ring road).
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 sections are included in the Masovian Region Development Strategy to 2020, the National Road Construction Program 2008-2012 and the Operational Program Infrastructure and Environment, 2007-2013, all of which were subject to a form of strategic environmental assessment.

The project involves a mixture of road improvement and road construction in an urban environment. The improvement section between Powazkowska and Marki (hereafter the "widening section") falls under Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU and was screened in. The largely green-field section between Salomea and Wolica (hereafter the "new section") falls under Annex I of the same Directive. Both sections were therefore subject to a full EIA procedure.

The widening section was subject to assessment in 2005 and a positive Environmental Decision (ED) was issued by the relevant Competent Authority in August 2006. A second EIA was performed during the construction permit stage which concluded in December 2010. The new section was subject to two EIA procedures; one for the works within the ring-road performed in 2007-2010 resulting in a positive ED in April 2011 and a second for the works outside the ring-road, also performed over the same period, and resulting in a positive ED in February 2012. The widening section crosses for 600 metres the River Vistula, a Natura 2000 site. The relevant EIA report concludes that the project is unlikely to have a significant effect on the site. A confirmation of this opinion will be obtained from the Competent Authority for Nature Conservation prior to first disbursement (Form A/B).

The main residual negative impacts of the project are: conversion and permanent loss of about 330 hectares (broadly equal both sections) of mixed use urban and agricultural land; additional noise, vibration and visual intrusion for certain properties close to the new section; severance for communities close to the new section; and the involuntary resettlement of about 38 households. The Environmental Decisions specify a large number of mitigating measures including: installation of acoustic barriers and acoustic semi-tunnels; construction of bus bays, pedestrian facilities, access roads and bicycle paths; construction of animal

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.

crossings; extensive drainage and runoff water treatment systems; re-plantation of greenery; as well as ex-post impact assessment.

The project is acceptable from an environmental perspective.

Environmental and Social Assessment (supplementary information)

For the widening section, the EIA procedure commenced (2005) and the original ED was issued (2006) under older national legislation that was not fully compliant with the relevant environmental Directives. Accordingly, in December 2008, the Competent Authority required that a further supplemental EIA procedure be undertaken during the construction permit stage, a possibility provided for under Section 88 of the October 2008 Polish legislation fully transposing the Directives². This second procedure took place largely in 2009, although due to some subsequent design amendments, the promoter sought the revocation of part of the permits (km 2+76 - km 3+24); the final permits were not issued until the end of 2010. Mandatory public consultations were performed during both procedures with comments focusing on provisions for pedestrians/cyclists as well as noise impacts. The scope of works includes very significant environmental mitigation measures, valued at about 10% of total investment, including: about 30 running km of acoustic screens; 3.3 km running km of semi-tunnel acoustic screens (a first in Poland); extensive drainage and surface water run off treatment; pedestrian and bicycle facilities; and planting of greenery.

The widening section crosses for 600 metres the River Vistula, a Natura 2000 site, (Special Protection Area, Dolina Srodkowej Wisly, PLB140004). The site is crossed by the existing Grotta-Roweckiego Bridge which is to have its superstructure replaced. This section's alignment also lies close to the Natura 2000 Site of Community Importance, Las Bielski (PLH140041). Therefore, the provisions of the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC) apply. The River Vistula Natura site occupies 31,000 ha across Poland and hosts a large number of protected migratory birds listed in Annex 1 of the Birds Directive. However, the local environment of the particular site crossed by the project is rather degraded and there are no priority habitats in the vicinity. Furthermore, the decision to reuse the existing abutments and piers of this large bridge was optimum from the perspective of reducing the potential impact to the site. The relevant EIA report concludes that the project is unlikely to have a significant effect on these sites. A confirmation of this opinion will be obtained from the Competent Authority for Nature Conservation prior to first disbursement (Form A/B).

For the new section Salomea to Opacz, the EIA was originally prepared in 2006 as part of the entire section S8, Salomea to Wolica and submitted for approval of the Competent Authority in March 2007. A positive ED was issued in May 2008. In December 2010, this decision was revoked after appeal by affected parties, largely in relation to local community unhappiness with the location of the junction with Regional Road 721 and the potential cumulative impacts of proposed improvements (planned by the Regional Authority) on that road. Subsequently, the section from Salomea to Opacz only (i.e. avoiding the contested junction) was resubmitted to the Competent Authority and given a positive ED in April 2011. This second procedure did not explore alternative alignments as this was not feasible within the context of the existing developments for this short section. No comments were received during the mandatory public consultation. The ED requires a number of mitigants including: acoustic screens; fencing throughout; restriction on activities during the bird breeding season; and ongoing monitoring of potential water and noise pollution. The ED explicitly states that the project is not expected to have any adverse impact on protected areas or species. During the four months between the revocation of the old decision and issuance of the new decision, the promoter signed a contract for the main works, the contractor mobilised and some preliminary works were commenced. This represents a slight procedural flaw (i.e. conducting works in the absence of a valid ED); however, no substantive additional environmental damage resulted.

For the new section Opacz to Wolica, with a link to Sekocin Las, the early history of environmental procedure was combined with the section Salomea to Opacz as described above. In January 2011, the promoter made a new submission to the Competent Authority for this section alone. In this case, a number of issues were raised during the mandatory public

² Act of 3 October 2008 on providing access to information concerning the environment and environmental protection, participation of the public in environmental protection and on environmental impact assessments.

consultation, again largely related to the location of the junction with Regional Road 721 and the potential cumulative impacts of proposed improvements to the latter. The Competent Authority considered the comments; but ultimately did not amend the proposal from the promoter which was approved in February 2012. The ED is not currently subject to any further appeal. The ED imposes a large number of environmental mitigants including: 9 underpasses for small animals; fencing; extensive acoustic screens; extensive vegetation; significant and detailed restrictions on working practices, in particular near several bodies of water (including Raszyn Reserve, an important local wetland habitat for migratory birds); and ongoing monitoring of the impacts on noise and fauna. The ED explicitly states that the project is not expected to have any adverse impact on protected areas or species.

The new section is expected to improve road safety through the separation of carriageways and grade separation of junctions. Road safety audits at various stages of design and operation have been or will be performed in accordance with Polish legislation³.

The project sections are not at particular risk from climate change.

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 35,000 tonnes of CO2 equivalent per year.
- The project boundaries are:
 - For the widening section, the highway between Powazkowska and Marki interchanges junctions (S8, Armii Krajowej Road), totaling 11.3 km; and
 - For the new section, (i) the proposed new/improved expressway, Paszkow (junction with 721) to Salomea (excluding Opacz junction) and Janki Male to Sekocin Las connector totalling 15.9 km, plus (ii) the existing network comprising DK8 Paszkow (junction with 721) to junction with Lopuszanska Street, and DK7 Janki Male to Sekocin Las, totalling 15.9 km.
- 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

The project involves the expropriation of private and public land as well as the involuntary resettlement of 38 residential homes. Such expropriation is conducted in accordance with applicable national laws and regulations. Land acquisition is complete for the widening section and largely complete for the new section.

Other

The Bank's Services propose to include the following loan condition in the finance contract:

- For any disbursement for which funds are to be applied in part to the section Powazkowska to Marki, an opinion of the Competent Authority for Nature Conservation on the expected impact of the project on protected areas and species (Form A/B).

³ 13 April 2012 Amendment to the Act on Public Roads and Certain Other Acts and Ordinance No. 42 of GDDKiA of September 3, 2009 on assessment of impact of road infrastructure projects on road safety and road safety audits.