

## Environmental and Social Data Sheet

### Overview

|  |  |
|--|--|
| Project Name:  | ŁÓDŹ GÓRNA ROUTE (FL 2008-0560)  |
| Project Number:  | 20110550   |
| Country:   | Poland   |
| Project Description:   | The project consists of the construction of 4,65 km of a new GP (major trunk road) 2x3 class road (the Górna Route) in the City of Łódź. The new road is the extension of the transport route of Al. Jana Pawła II - Al. Włókniarzy National road No. 1. |
| EIA required:  | YES  |
| Project included in Carbon Footprint Exercise <sup>1</sup> : | NO   |
| (Details are provided in section: "Carbon Footprint")        |  |

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

As a Member State, Poland is required to follow the relevant EU legislation in relation to the environmental impact of projects (namely, EIA, Habitat/Natura 2000 and Birds Directives). The new EIA Polish law, which is fully compliant with EU Directives, entered into force in November 2008. New roads of four or more lanes of less than 10 km in a continuous length fall under Annex II of the EIA Directive 2011/92/EU, and hence competent authorities decide on a case-by-case basis whether a full EIA has to be carried out or not, including public consultation. In the present case project has been screened in and a full EIA has been carried out according to the updated Polish Law. EIA was approved on 10 June 2009 by the Regional Director for Environmental Protection in Łódź.

The project's overall residual impacts are not high considering the type and size of the project; on the other hand the project should have a positive effect on the environment, decreasing current traffic-related emissions in and around the existing streets currently used to cross the city due to the high traffic congestion. Furthermore the majority of the route includes footpaths and cycle tracks as well as bus stops which contribute to sustainable mobility.

There are no protected areas in the region of the Górna Route within the meaning of the Environmental Protection Act of 16 April 2004 (Nature Protection Act), including Natura 2000 areas. The promoter has nevertheless already provided the Bank with the project's Form A issued by the competent authority, clearing these issues and confirming that with the application of the designed mitigation measures and recommendations project's overall impacts are not significant. The planned route does not interfere with the cultural heritage covered under the Act of 23 July 2003.

The institutional capacity of the Promoter to manage the environmental issues in the programme is deemed satisfactory.

Considering the above, the project is acceptable for EIB financing from an environmental point of view.

---

<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

### Environmental Assessment

The EIA was carried out in line with Polish legislation, in accordance with the EIA Directive 2011/92/EU. EIA was approved on 10 June 2009 by the Regional Director for Environmental Protection in Łódź

The project will have an impact on the environment both during construction and operation. At construction stage, the project will increase noise levels, and will impact water and air quality. However, the project's impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable. At operation stage the major impacts will be connected to noise and rainwater discharge. For these reasons special mitigation measures have been proposed in Decision 17/2009 of 10 June 2009 in order to reduce that influence according to legal threshold.

- Noise: the construction of 30 acoustic screens in natural colour.
- Water supply and waste disposal management: It was recommended that the construction design should include a system for the development of seizure and collection of surface runoffs from the road surface. It is also necessary to pre-treat rainwater and other precipitation water classified as waste from mineral contaminants (sand) and oil derivatives (oils, gasolines) before it is brought to the sewage system.
- Natural environment: select trees and shrubs by species should be included in the by-the-road green belt, so that they will be resilient to contamination, frost, adapted to the soil and water conditions, and adapted to the existing greenery. Furthermore, in 2+300 KP a passage will be designed (bridge facility) for small animals; the bridge clearance over the Olechówka River will take into account the possibility of migration of animals along the watercourse, a 1.5 m wide passage must be provided with a vertical clearance of 1.0 m.

The above-mentioned measures are considered sufficient.

The final design of the project follows variant IIb. Such variant shall have a lower overall impact and has been publicly approved. Variant IIb runs across an area that was planned and reserved since 30 years for the construction of Górna route and it is consistent with land use plans developed. Furthermore, variant IIb has less impact in terms of affected residential buildings and noise impact than the other proposed alternatives.

### EIB Carbon Footprint Exercise

The project will result in an average yearly decrease in CO<sub>2</sub> emissions (relative emissions) of some 3250 tonnes compared to a do nothing scenario, and a footprint of the project (absolute emissions) of some 19,500 tonnes CO<sub>2</sub> per year. The EIB loan will cover a maximum of 47% of total investment outlays. Prorated to this amount, emissions will be 9165 tonnes of CO<sub>2</sub>e/yr (absolute) and -1530 tonnes of CO<sub>2</sub>e/yr (relative).

The Project is not included - the EIB draft Carbon Footprint Methodologies only include emissions from Investment Loans, and large allocations under Framework Loans, above the methodology thresholds.

### Public Consultation and Stakeholder Engagement, where required

On 14 April 2009 the Roads and Transport Authority, along with the document ZDiT.PI50105-4/74/4/09, submitted the report on the environmental impact of the Górna road to the Regional Director for Environmental Protection.

Pursuant to article 32 of the Environmental Protection Act of 27 April 2001, the EIA notification file was made available for public consultation. Due to security reasons, specific information related to military areas affected by the project had not been disclosed. The comments and remarks received were discussed on the public hearing that took place on 14 May 2009, where variant IIb of the road was chosen for implementation. Representatives of the Roads and Transport Authority in the City of Łódź and the authors of the Environmental report: HALCROW Group Limited, also attended the public hearing.

Pursuant to article 55 of the Environmental Protection Law of 27 April 2001, the Regional Director of the Roads and Transport Authority agreed to the implementation of variant IIb taking into account all evidence collected during the mentioned proceedings as well as suggestions resulting from the submitted documentation.

Pursuant to article 153 of the Act of 3 October 2008, on 10 June 2009 the Regional Director for Environmental Protection announced decision No 17/2009 on the environmental conditions for the consent to carry out the construction of the Górna Route on the section from the junction of Al. Jana Pawła II - Pabianicka Street to Rzgowska Street in Łódź as designed in variant IIb. Such variant shall have a lower overall impact and has been publicly approved.

Expropriations are carried out on the basis of the decision of the Voievod of the Region of Łódź No 351/11 of 20 December 2012 ref. Compensations for acquired properties resulting from the decision mentioned above, are made in accordance with the law on real estate management and are conducted by the Łódź Voievod.

### **Other environmental and Social Aspects**

A monitoring programme is proposed to be carried out within 1 year of the facility commissioning date and submitted within 18 months of the facility commissioning date. The analysis must be performed with special consideration of noise emission and emission of dust and gases into the air.

In the case that acceptable values of the noise level have been exceeded, adequate acoustic protection measures must be implemented. If environmental quality standards cannot be met, measures aimed at creating a limited use area must be taken.