

Environmental and Social Data Sheet

Overview

Project Name:	S7 Expressway (Gdansk – Elblag)
Project Number:	2016-0014
Country:	Poland
Project Description:	The project concerns the construction of almost 40 km long 2x2 expressway partially along the existing and partially on a new alignment between Koszwaly and Kazimierzowo located in two northern voivodships - Pomeranian and Warminsko - Mazurskie.
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 involves the construction of a new 39.6 km long section of S7 expressway in largely rural environment. Along more than 50 % of its length the road follows the existing alignment. The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA. The project has been divided into 2 sections – according to the location in a respective voivodship (region), and both sections were subject to a full EIA procedure. Positive Environmental Decisions have been issued by the respective Competent Authorities in both concerned regions in February 2010. Supplemental EIAs for the selected option were performed at the detailed design stage during 2014, before applying for the construction permits. Construction permits were issued in August 2015 and works have commenced in October 2015.

The project crosses the Natura 2000 site "Dolina Dolnej Wisly" (PLB220003) and is in the vicinity of sites "Zatoka Pucka" (PLB220005), "Ostoja w Ujściu Wisly" (PLH220044), Ujście Wisly (PLB220004) and "Jezioro Drużno" (PLB280013 and PLH280028). Therefore, the provisions of the Birds Directive (2009/147/EC) and Habitats Directive (92/43/EEC, as amended) apply. The relevant EIA reports do not identify any likelihood of significant negative impact on these sites, and as a result the Competent Authority for Nature Conservation has issued a statement confirming this opinion.

The main residual negative impacts of the project are: conversion and permanent loss of about 617 hectares of largely agricultural land; additional noise, vibration and visual intrusion for those properties close to the new section; degraded local air quality next to the new road; severance for communities living adjacent to the new road; and the involuntary resettlement of about 107 properties, including 40 residential homes. Numerous measures have been put in place to reduce, mitigate or manage negative impacts.

Subject to the fulfilment of the measures aimed at mitigating the negative impacts, the project is satisfactory to the Bank in environmental and social terms.

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.

Environmental and Social Assessment

Environmental Assessment

The project concerns the construction of almost 40 km long 2x2 expressway on a partially new alignment between the cities of Gdansk and Elblag on a section between Koszwały and Kazimierzowo, as part of the broader S7 expressway corridor crossing the country from North to South and providing efficient connection between Gdansk and Warsaw. The project includes a new major crossing of the River Vistula with 2 separate bridges in addition to the existing one, which will be maintained for local traffic.

The project section is included in the National Road Construction Program 2014-2023 and the EU co-financed Operational Programme Infrastructure & Environment 2014 – 2020, both of which were subject to a form of strategic environmental assessment.

The EIA procedures for the project commenced in 2006 and applications for Environmental Decisions (ED) were submitted in October 2008. After public consultations and several rounds of discussions with a limited number of individuals who raised concerns about the proposed project solutions, positive Environmental Decisions by both Regional Competent Authorities were issued in February 2010. In addition, the promoter has voluntarily decided to undergo a so called “supplemental EIA” procedure at the building permit stage². The scope of the Supplemental EIAs is aimed at detailed analysis of the selected option and covers those potential changes deriving from final detailed design and/or regulatory changes since the 2010 ED. The EIA procedure has not been challenged and Construction Permits have been issued in August 2015.

The project crosses the River Vistula for 1,000 metres (from circa km 25+500 to km 26+500), a Natura 2000 site, (Dolina Dolnej Wisły, PLB220003). The area taken by the project is 5.16 ha, which corresponds to 0.01% of the Natura 2000 area. Appropriate Assessment has led to a conclusion that the impact on the site and the species targeted by the conservation objectives on this site is not significant. The route also intersects the nationally protected landscape area of Zulawy for about 8 km (from circa 17+482 to km 25+500). The EIA has assessed potential impacts on the area and mitigation measures have been proposed to eliminate the negative impact caused by the construction works in both construction and operating phases of the project.

The Environmental Decisions provide for numerous mitigation measures including: prohibition of certain construction activities during nesting periods of protected species; design restrictions on the bridge across the River Vistula so that it allows unimpeded movement of birds; installation of acoustic barriers; construction of pedestrian facilities and bicycle paths; construction of crossings for fauna; extensive drainage and runoff water treatment systems; plantation of greenery; as well as ex-post impact assessment to evaluate the effectiveness of the envisaged solutions. The scope of such ex-post impact assessment includes: air, soil and groundwater pollution; noise levels and monitoring of the nesting population of protected species within the boundaries of the River Vistula Natura 2000 area. The Supplemental EIA has specified further, more detailed application of mitigation measures which shall be part of the construction design.

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:
 - a) Forecast absolute (gross) emissions are around 96,000 tonnes of CO₂ equivalent per year; and
 - b) Savings are at the level of 5,000 tonnes of CO₂ equivalent per year;
- The project boundaries are:

² Under the Section 88 of the Act on Making Available Information on the Environment and the Protection of the Environment and on the Participation of Society in Environmental Protection and Information on Environmental Impact Assessments of 3 October 2008, which transposes the relevant EU Directives.

- a) "Baseline case", the existing network
 - b) "With project case", the proposed new expressway between Koszwaly and Kazimierzowo totalling 39.6 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 emissions forecasts are based on Services' assumptions on traffic, traffic growth/generation, 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

Around 1155 plots covering 617 ha of land were expropriated because of the project, including the involuntary resettlement from about 107 properties, including 40 residential homes. Appropriate compensation has been paid in accordance with applicable national laws and regulations, which are in line with the relevant Bank standards. At the time of the appraisal of the project, land acquisition was completed and contractors were in possession of the entire site. There are several cases in which the level of compensation has not been agreed in mutual settlement and the judicial process is ongoing according to national laws.

Public Consultation and Stakeholder Engagement

In line with regulatory requirements, public consultation took place during the proceedings to grant the environmental consents. Written suggestions were received from a limited number of individuals and were taken into account as much as feasible. Although during the consultation phase no major issues were raised about demolishing of a number of houses in a village Starie Babki, certain protests from the community started after the construction works commenced on the site. By the time of appraisal the demolishing on the site was already completed. Ongoing action was not reported at the time of appraisal in April 2016.

Other Environmental and Social Aspects

The project lies on the TEN-T network and is therefore subject to the provisions of Directive 2008/96/EC on road safety management. Road safety audits at various stages of design, construction and operation have been or will be performed.

The project is expected to have some positive environmental impacts in terms of an overall reduction in green-house gas emissions due to significant decongestion effects; displacement of local emissions away from built up areas; as well as road safety improvements.

The project does not have a particular exposure to climate change.