

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>RUDA SLASKA- TRASA N-S</i>
Project Number:	<i>2016-0556</i>
Country:	<i>Poland</i>
Project Description:	<i>New construction of a 6.9 km long dual carriageway between the DTS Road and motorway A4 (TEN T).</i>
EIA required:	Yes
Project included in Carbon Footprint Exercise:	No

### Environmental and Social Assessment

#### Environmental Assessment

##### Compliance with Environmental Legislation

The Promoter, the City of Ruda Slaska, is obliged to follow the Polish national law on Environmental Impact Assessment, compliant with the EIA Directive 2011/92/EU, the Habitats Directive 92/43/EEC, and the Birds Directive 2009/147/EC, which entered into force in November 2008 ('Act on Providing Information on the Environment and Environmental Protection, Public Participation in Environmental Protection and on Environmental Impact Assessment').

The Project falls under Annex II of the EIA Directive 2011/92/EU and was screened in for EIA. The Project covers four sub-sections, named Stage I-IV, and EIAs and Environmental Decisions are available for all four sections.

The competent authority responsible for issuing environmental decisions is the Regional Director of Environmental Protection for the Upper Silesia Region. The authority overseeing the implementation of environmental procedures and mitigation measures during construction is the Department of Environmental Protection and Mining of the City of Ruda Slaska.

Building Permits are available for all four sections. The Building Permit for Stage IV, issued on 24<sup>th</sup> May 2017, will later be subject to an update, following the conclusion of pending land acquisition issues. The issues are minor and not expected to influence the overall project.

##### Environmental and biodiversity impacts

The Project will provide a bypass around the Wirek area in Ruda Slaska by relieving the congested 1<sup>st</sup> May Street of through-traffic. The new road alignment is located in post-industrial mining areas covered by wooded wasteland, meadows and mining spoil.

The closest Natura 2000 area is the "Tarnogórsko-Bytomskie podziemia" area (PLH240003), which is located at a distance of 7.5 km to the north-east of the Project. There are no impacts expected on this area and the Environmental Decision includes a declaration similar to Form A in the Habitats Directive 92/43/EEC.

The project design for each section takes into account the requirements for environmental protection set out in the EIAs with the aim to reduce the Project's impact on the surrounding

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environment. The following measures are included in the Project to minimise the impact on the environment:

- 3 tunnel crossings for small animals and reptiles;
- 912 m and of noise barriers included in the original design;
- 792m of additional noise barriers included on request of local residents during public consultations.

The requirements for the Environmental Management Plans (EMPs) for the construction phase are included in the Environmental Decisions. The EMPs will cover work arrangements such as seasonal timing of the works, the location of work sites, water management, and fencing. The contractor is also obliged to adopt environmental mitigation measures during construction concerning noise abatement, protection of soil from fuel and oil contamination, and avoidance of excessive use of salt during the winter.

#### **Climate change**

No particular risks have been identified and the road design is prepared according to modern standards, including provisions for extreme future rain events.

#### **Social Assessment, where applicable**

During construction, noise levels were higher than normal in the surrounding areas, common to this type of project. After completion, residents in the Wirek area will experience reduced noise levels, and road users will experience reduced air pollution, road accidents and barrier effects in the existing road corridor (1<sup>st</sup> May Street).

The Project is implemented under the Special Rules for Preparation and Implementation of Road Investments on Public Roads Act of 10.04.2003. The City became the official owner of the land related to the Project alignment when the building permits for each stage were issued on 11.03.2008, 26.02.2014, 03.03.2015 and 24.05.2017 and the ownership of the land was transferred to the City. All involved land owners will receive compensations according to Polish national law.

No other social issues or interests of vulnerable groups have been identified.

#### **Public Consultation and Stakeholder Engagement**

The EIA for Stage I and II was published in accordance with national legislation on public consultations, and no complaints were received.. On Stage III consultations were conducted in 2007 with particular attention to owners of small garden plots, of which several had to be acquired by the Promoter. Consultations were held in April and September 2016 for Stage IV and the results subsequently processed by the Promoter's planning and design team and taken into consideration.

#### **Other Environmental and Social Aspects**

The EIA process was carried out according to national and EU legislation and the City of Ruda Slaska is well experienced with the procedures. A Strategic Environmental Assessment was also carried out on the overall Development Strategy, to which the Project is contributing.

## **Conclusions and Recommendations**

The EIA process, the suggested mitigation measures, and the Promoter's capacity to manage their implementation are deemed to be adequate. The operation is therefore acceptable to the Bank from an environmental and social standpoint.