

## Environmental and Social Data Sheet

### Overview

Project Name:	RYBNIK- DW 935 ROAD
Project Number:	2016-0555
Country:	Poland
Project Description:	Construction of a new 14.32 km long bypass for regional road DW 935 south of the City of Rybnik.
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 Rybnik, 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 I of the EIA Directive 2011/92/EU, and the Promoter has duly applied the relevant environmental procedures on the Project. The final Environmental Decision for the Project was obtained from the Competent Authority, the Regional Director of Environmental Protection for Upper Silesia Region, on 17<sup>th</sup> October 2014 (WOŚ.4200.6.2012.AD.70) and included the decision of the General Director of Environmental Protection on 18<sup>th</sup> August 2015 (DOŚoall.4200.2.2015.EK.12).

The competent authority responsible for issuing the Environmental Decision is the Regional Director of Environmental Protection for the Upper Silesia Region. The authority responsible for the implementation of the EIA requirements during project planning and implementation is the Mayor of Rybnik through the City's Department for Ecology.

##### Environmental and biodiversity impacts

The road alignment goes through urbanised, rural and former industrial areas, which for decades were used and impacted by the local mining industry. There is a risk of possible soil contamination, however, authorities, consultants and contractors in the area are well aware of the risks and requirements and will implement relevant technologies and mitigation measures.

The project design takes into account the requirements for environmental protection set out in the EIA (MP-MOSTY Sp. z o.o Krakow, November 2013) with the aim to reduce the Project's impact on the surrounding environment. The alignment bypasses local areas of environmental interest and respects identified local fauna migration corridors by providing inter-connectivity between such areas. Some residual impacts on flora, fauna and communities will remain, as well as land use changes and visual impacts.

Luxembourg, 24th July 2017

The impact of air pollution is considered to be relatively small and limited to the immediate vicinity of the road. Greenery will be planted along the road to reduce the spread of air pollutants emitted from vehicles. The impacts are expected to fall in the future as a result of higher environmental requirements to motor vehicles.

The mitigation measures defined by the EIA include 7 km noise barriers, landscaping, 13 fauna tunnels.

The requirements to the Environmental Management Plans (EMPs) for the construction phase are included in the Environmental Decision. The EMPs will cover work arrangements such as seasonal timing of the works, the location of work sites, water management, and fencing.

The Project will mitigate pollution in other areas in the City of Rybnik by providing a shorter and more efficient southern bypass around the City, reducing traffic congestion, noise and pollution along the existing road DW935 through urban and semi-urban areas.

The Project will have no impacts on Natura 2000 areas as the nearest habitats and bird protection areas in the Upper Vistula Valley (PLB240001, PLB240003 and PLH240039), all of which are located more than 14 km from the road alignment. The Environmental Decision includes a declaration similar to Form A in compliance with the Habitats Directive 92/43/EEC.

### **Climate change**

A Climate Change Adaptation Vulnerability and Risk Analysis was carried out as part of the application for the Regional Operational Programme 2014-2020 of Silesia, concluding that the project design and operation arrangements are adequate, with climate adaption measures already integrated in project design, namely concerning drainage and water management.

### **Social Assessment**

The Project involves settlement of compensations for owners of 1200 private plots, including 142 buildings of which 62 are residences. Land acquisition is taking place and expected to be fully completed by the end of 2018. One complaint was submitted to the Promoter over compensation issues, and it has been filed and is being processed. The process does not prevent project progress as the land ownership for all plots is legally transferred to the City of Rybnik with the issuance of the building permits, which are available for all Project sections.

The construction of 2 bridges, 5 grade-separated interchanges and 11 viaducts will reduce the road's barrier effect for residents in the area.

The Project is generally expected to bring positive social benefits through improved public infrastructure and physical environment for the citizens.

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

A series of public hearings were conducted throughout 2012-14, ending with a final Environmental Decision for the Project from the Competent Authority, the Regional Director of Environmental Protection for Upper Silesia Region Decision dated 18<sup>th</sup> August 2015. There are no current issues with rights and interests of vulnerable groups.

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

The EIA process was carried out according to national and EU legislation, and the City of Rybnik is well experienced of the importance of proper procedures due to previous experience with European funds. A Strategic Environmental Assessment was also carried out on the overall Development Strategy, which the Project is contributing to.

Luxembourg, 24th July 2017

## 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.

No project conditions are required apart from the condition already included in the overall Upper Silesia Urban Framework Programme, under which the present project is a major allocation.

PJ/ECSO 07.04.17