

Environmental and Social Data Sheet

Overview

Project Name:	Katowice Road 81
Project Number:	2016-0560
Country:	Poland
Project Description:	<p>The project concerns two components, Components I and IV, of an overall upgrade scheme for DK81.</p> <ul style="list-style-type: none">- Component I: enlargement and reconstruction of the national roads DK81 and DK86 together with the construction of its interchange improving the connection between DK81, DK86 and TEN T motorway A4.- Component IV: construction of a separate-grade solution at Armii Krajowej Street.
EIA required:	Yes
Project included in Carbon Footprint Exercise:	No

Environmental and Social Assessment

Environmental Assessment

Compliance with Environmental Legislation

The Competent Authority responsible for Natura 2000 areas and issuance of Environmental Decisions for the project is the Regional Director for Environmental Protection for the Upper Silesia Region (RDEP). The authority responsible for the implementation of the EIA requirements during project planning and implementation is the City's Department for Environmental Management.

The Directive 2001/42/EC of the European Parliament and of the Council (the SEA Directive) do not apply since the project is not implemented as a result of a plan or programme other than Operational Programme.

The Project falls under Annex II of the EIA Directive 2011/92/EU and was screened in by the RDEP. An EIA was conducted in 2010 and the Promoter obtained the Environmental Decision on 21st July 2011.

Building permits (ZRID permit decision) were obtained before the start of the works. ZRID permit decision are unlimited in time.

For the construction works in Component I, an additional Environmental decision from the RDOS (Regionalna Dyrekcja Ochrony Środowiska – General Directorate for Environmental Protection) and the subsequent additional ZRID permit may be needed to carry out the diversion works of the main water supply in Component I due to a design review as a consequence of land constraints and the high utility density.

Environmental and biodiversity impacts

The closest Natura 2000 areas include a small habitat (PLH240042) located 15 km East of the project sites and the Podziemia Tarnogórsko-Bytomskie (PLH240003) and Stawy w Brzeszczach (PLB120009) sites located 20 km from the project, none of which are affected by the project as confirmed by the competent authority in the Environmental Decision.

However, the project is located in the vicinity of the Źródła Kłodnicy (Kłodnica Springs) natural landscape and along the eastern boundary of the Katowice Forestry Park.

In the forestry sections, natural habitat areas subject to protection were identified.

In accordance with the Environmental decision the design includes the maintenance of the water conditions (there are no cuttings or embankments in the zone) in order to limit deterioration of the state of vegetation and animal habitats. Tree felling has been limited to minimize the extent of transformation of natural habitats.

There will be a partial disturbance on the short-distance migration of animals on the area. These impacts will be minimized through the conditions introduced regarding the fencing and acoustic barriers to prevent burrowing animals or animals that live in holes getting through.

Provision for continuity of migration of small animals, including amphibians, will be via water culverts.

During the breeding season, the earthworks involving cutting trees and brushes will be supervised.

The Environmental decision imposes a duty to carry out monitoring during construction and for a period of 5 years after completion, including the technical condition and intactness of the fencing and the effectiveness of the scaring equipment and analysis of bird deaths through collisions with the screens.

In relation to the operational phase, a duty has been imposed to carry out a post-implementation analysis of the spread of dust and gas substances from the vehicles.

Qualification of areas subject to acoustic protection was carried out. In view of the forecast breaches of admissible levels of noise in the protected areas acoustic screens will be installed. A post-implementation analysis will be performed.

Social Assessment, where applicable

Land acquisition started in 2015 and is expected to finish by December 2019.

The project land is already owned by the Ministry of Treasury.

The compensation process followed the administrative procedure. Only very few parties exercised their right to appeal.

The vast majority of claims for both components have already been determined and the amounts paid.

It is estimated that for both components, a 5% of the compensation procedures to be as yet finalised.

Third party concerns may arise during the project implementation due to changing acoustic and visual environment.

Public Consultation and Stakeholder Engagement

Public consultations were conducted from the outset of the project planning, in accordance with Polish Law on Planning and Spatial Management, before decisions were made on various project options and alignments. Interested stakeholders and local communities were furthermore notified and invited to submit comments and suggestions as part of the public consultations during the EIA process in 2010. The consultations generated 223 proposals and inquiries, which the Promoter considered and responded to.

Other Environmental and Social Aspects

The Promoter has experience with schemes of similar size and scope of works and is familiar with national, EU and EIB requirements and procedures. The Promoter has a good cooperation with relevant stakeholders and communities, and the Project will contribute to improved safety and travel conditions for local traffic including vulnerable road users such as pedestrians, cyclists and the disabled. At the detailed design and traffic management project preparation stage, a Road safety Audit was conducted. Subsequent road safety audits will be carried out before project completion and during early stage operation.

Conclusions and Recommendations

The institutional capacity, procedures and experience of the Promoter to manage environmental and social issues is deemed to be good. The operation is acceptable for EIB financing from an environmental and social standpoint.

The following undertaking has been formulated:

If the foreseen changes in the design project concerning Component I (concerning land used for the new water supply route within Component I) would necessitate (by law) a new Environmental Decision and ZRID (Zezwolenie na Realizację Inwestycji Drogowej) the Borrower undertakes to procure and deliver to the Bank the additional Environmental decision and ZRID permit, as soon as available, however, no later than before its submission of the Project Completion Report.