

Environmental and Social Data Sheet

Overview

Project Name:	S7 AND S8 EXPRESSWAYS (TEN) II - POLAND
Project Number:	2016-0660
Country:	Poland
Project Description:	Construction of 3 dual carriageway, 2x2 lane, road sections, located on the expressways S7 (north-south connection between Gdansk and Warsaw) and S8 (connection between Warsaw and the future „Via Baltica” leading to the Lithuanian border) in Masovian Voivodship for a total length of 110 km.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes

Environmental and Social Assessment

Environmental Assessment

The project includes both refurbishment and new construction works for 3 separate road sections on S7 and S8 expressways in Masovian Voivodship for a total length of approximately 110 km.

One component concerns the construction and partial reconstruction of a 71.3 km long dual carriageway section on expressway S7 between Napierki and Plonsk. The new expressway partially follows the existing alignment, but for almost 40 km it is planned along a new alignment, parallel to the existing National Road 7, which after opening of the new expressway, will be used for local traffic. This component is located in primarily rural environment.

The other component includes the reconstruction and widening of two distinct dual carriageway sections (29.1 km and 9.4 km) on expressway S8 between Wyszkow and the border of Masovian Voivodship along the existing alignment of the National Road 8 which runs mostly through forested areas.

The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA. Both components were subject to a full EIA procedure; for the S7 component in May 2008 and for the S8 component section in June 2009. The project 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 strategic environmental assessment in 2014.

For the S7 component a positive environmental decision was issued by the Regional Director for Environment Protection in Warsaw on 31st August 2011. Amendments to the technical proposal were submitted by the Promoter in January 2016. As a result, the Regional Director repealed the Decision of 2011 and another procedure including a new round of public consultations was initiated in May 2016. At the time of appraisal, the amended Decision of the Regional Director for Environment Protection in Warsaw has not been issued. Therefore a condition will be included in the Loan Agreement regarding the requirement for such a decision in form and content acceptable for the Bank and a copy of an approval of a

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.

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Supplemental EIA or evidence that no such supplemental EIA is required prior to the 1st disbursement for the S7 component.

For the S8 component, a positive Environmental Decision by the Regional Director for Environment Protection in Warsaw was issued on 10 August 2010. The decision was then amended on 3 September 2014 following the recommendations of a Road Safety Audit to modify the alignment in the area of interchange "Prosienica" from km 559+800 to km 562+000. A Supplemental EIA for the selected option was performed by the Promoter at the detailed design stage during 2014/2015, before applying for the construction permits. Construction permits were issued in November/December 2015 and works commenced in 1st quarter of 2016.

The S7 component doesn't cross any Natura 2000 sites but is located in the vicinity (closest point - 3.2 km) of the sites "Dolina Wkry i Mlawki" (PLB140008) and "Olszyny Rumockie"(PLH140010). The EIA report does not identify any likelihood of significant negative impact on the sites, but as the EIA Decision has been repealed and a new one has not been issued yet, the Promoter will be requested to submit to the Bank prior to the 1st disbursement an opinion of the Competent Authority (Form A/B or equivalent) confirming that the component is not causing significant negative impacts on Natura 2000 sites.

The S8 component crosses the NATURA 2000 site "Puszcza Biala" (PLB140007) along the route of the existing National Road 8. Several other NATURA 2000 sites are located in the vicinity of the component. These are "Dolina Dolnego Bugu" (PLB140001) -1.5 km south, "Ostoja Nadbuzanska" (PLH140011)-1.8 km south, „Dolina Liwca" (PLB140002)-5 km west, "Bagno Pulwy" (PLB140015)-5 km northwest, „Dolina Dolnej Narwi" (PLB140014) - 15 km north, „Ostoja Nadliwiecka" (PLH140032) - 5 km south and „Czerwony Bór" (PLH200018) – 7 km northeast. The impact of the component on Natura 2000 areas was analyzed in detail during the procedure related to the Environmental Impact Assessment. As a result the Regional Director for Environment Protection in Warsaw on 12 January 2016 has issued a written Statement confirming that an appropriate assessment according to Art.6 (3) of the Directive 92/43/EEC was carried out during the EIA procedure and that the component is not expected to cause significant impacts on Natura 2000 sites.

The main residual negative impacts of the project are: conversion and permanent loss of about 1150 hectares of largely agricultural and forest land; additional noise, vibration and visual intrusion for those properties close to the new road; degraded local air quality next to the new road; and the involuntary resettlement of properties.

Numerous measures have been put in place in the design to reduce, mitigate or manage the negative impacts. For example for the S8 component the EIA Decision provides for prohibition of certain construction activities during nesting periods of birds, installation of acoustic barriers, construction of crossings for fauna, fencing of culverts, groundwater monitoring, extensive drainage and runoff water treatment systems, plantation of greenery as well as ex-post monitoring to evaluate the effectiveness of the envisaged solutions. The scope of such post construction ex-post impact analysis includes: air pollution, noise and vibration and waste water management, including efficacy of pre-treatment and disposal of rain water runoff.

Construction permits have been issued for all 3 subsections of S8 components, confirming that the requirements of national laws are respected.

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:
 - Forecast absolute (gross) emissions are 238 000 tonnes of CO₂ equivalent per year; and

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- Forecast emissions increase is 44 000 tonnes of CO₂ equivalent per year.
- The project boundaries are:
 - “Baseline case” – the existing network comprising (i) 71km in existing corridor of NR7 between Napierki and Plonsk and (ii) 38.5km in existing corridor of NR8 between Wyszkwow and the border of Podlaskie voivodeship
 - “With project case” - the additional network comprising (i) the 71km of expressway S7 between Napierki and Plonsk which will run partly on the existing corridor of NR7 and on approximately 40km, between Kuklin and Unierzyz, on the new alignment and (ii) 38.5km of new expressway S8 between Wyszkwow and the border of Podlaskie voivodeship which will run on the existing corridor of NR8.
- The baseline is the forecast third party emissions, in the absence of the project, from the existing network only within the project boundary defined above. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption. The absolute emissions forecast include both the existing and additional network.
- 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, where applicable

Around 1500 plots covering 287 ha of land are to be expropriated for the S8 component, including involuntary resettlement from 129 properties, 47 of these being residential homes. Appropriate compensation is being paid in accordance with applicable national laws and regulations, which are in line with the relevant Bank standards. At the time of appraisal land acquisition process was still underway with about 70% completed. The Promoter aims at completing the procedures in full by the end of 2016.

For the S7 component, which is to be implemented applying a Design and Build type of contract, land acquisition has not been started yet and the precise number of land plots will become known after the design is prepared by the contractor, who is also responsible for obtaining the construction permit. The preliminary estimates based on the conceptual design indicate that about 770 ha of mainly agricultural land will be expropriated and approximately 65 properties will be demolished. The number of residential homes still needs to be verified.

Public Consultation and Stakeholder Engagement

In line with regulatory requirements, public consultation took place during the EIA proceedings prior to granting the environmental consents. Information on the project was published in the local press. It was also made available to the public on the notice boards for official notices and on the websites of the municipalities impacted by the project. For the S8 component meetings with the public were organized in Ostrow Mazowiecka and Branszczyk. A limited number of suggestions were received from the individuals and entities. After proper analysis these were taken into account as much as feasible. No appeals were registered.

For the S7 component information has been made available and public consultation took place in the municipalities of Wieczfnia Koscielna, Szydlowo, Mlawie, Wisniewo, Stupsk, Stregowo, Glinojock, Baboszevo and Plonsk. Information on the project was made available also in the regional offices of the Road Directorate. A number of suggestions were received from the individuals and entities, which were taken into account as much as feasible. No appeals were registered.

Other Environmental and Social Aspects

The project is expected to have some positive environmental impacts due to displacement of local emissions away from built up areas; as well as road safety improvements.



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

Conclusions and Recommendations

Subject to the fulfilment of the above conditions and all foreseen measures aimed at mitigating the negative impacts on environment, the project is satisfactory to the Bank in environmental and social terms.