

Environmental and Social Data Sheet

Overview

Project Name: Krakow By-Pass - Lagiewnicka Route
Project Number: 20150791
Country: Poland
Project Description: The project concerns the new construction of 3.7 km of 2x2 and 2x3 urban highway (Łagiewnicka route) along a new alignment in Krakow, Poland. The project is an extension of the Krakow city centre by-pass in the south of the City. The investment also includes a 1.7km extension of the tram line

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The project falls under Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU and was screened in. In February 2011 an Environmental Impact Assessment was undertaken for the main alignment and a positive Environmental Decision was issued by the Competent Authority in September 2011. Copies of both documents have been submitted to the Bank. In line with current Polish legislation, so called "Supplemental EIAs", in line with current legislation and detailing mitigation measures, will be prepared as part of the submission for building permits. Copies of these supplemental EIAs are to be submitted to the Bank prior to disbursement.

The project has the potential to impact one Natura 2000 site, so the provisions of the Habitats Directives (92/43/EEC) apply. The selected alignment does not cross any sites, but runs some 1km at its closest point to Natura 2000 Habitat (PLH 120065). The Competent Authority has already confirmed that the project will not have a significant impact on Natura 2000 areas and has submitted to the Bank the required signed Declaration (Form A).

The main residual negative impacts include community severance, loss of trees, land conversion totalling 15.4 Ha, visual impacts and noise. Mitigation measures have been planned including tunnels for noise reduction, several crossings for pedestrians, landscaping and noise barriers. The project is expected to have positive impacts for the environment especially in the city centre and routes from which traffic will divert and include improved safety, reduction in noise, vibration and congestion effects.

As tunnels are longer than 500m the Tunnel Safety Directive will be followed. Road safety Audits will be done on the road sections by an independent Auditor in keeping with the EU Directives.

Social Assessment, where applicable

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.

Luxembourg, 25 November 2016

15.4 Ha of land will be acquired for the project. More than half has been acquired at appraisal and the rest is ongoing. Demolition of buildings will be phased with the implementation of the construction contract

Public Consultation and Stakeholder Engagement

Public consultation was done for the EIA in 4/2011. Additional consultations were held in 2/2016 regarding the route. Concern was raised over the number of lanes (2x3 and 2x2) and the desire to keep the road width as narrow as possible. The City explained that the third lane was mainly for use by Public Transport. Other issues included noise, severance (from the tunnel. location of a pedestrian bridge). Further consultation will be held at the design stage of the Design and Build contract.

Other Environmental and Social Aspects

Further noise monitoring is planned by the City

Conclusions and Recommendations

Subject to the disbursement conditions, the project is acceptable at this stage, from an environmental standpoint.

The overall environmental and social impact of the project is positive, with improved environment and quality of life for the citizens.

PJ/SQM/ECSO 15.10.15