

Environmental and Social Data Sheet

Overview

Project Name: **S19 LUBLIN-RZESZOW EXPRESSWAY**
 Project Number: **2012-0665**
 Country: **Poland**
 Project Description: The project consists of the construction, on a mostly new alignment, of 157.5km of dual 2x2 and 2x1 (12.5km) lane carriageway expressways and associated access roads in Poland. Six out of seven sections are located on the TEN-T core network and one on the comprehensive. The project represents the only 2x2 connection between Rzeszow and Warsaw via Lublin

EIA required: yes

Project included in Carbon Footprint Exercise¹: yes

Environmental and Social Assessment

Environmental Assessment

The project has seven continuous sections over two voivodships i.e. four in Rzeszow and three in Lublin Voivodships. The schemes falls under Annex I of the EIA Directive 2014/52/EU and all the EIAs were completed between 2006 and 2013 and all environmental decisions issued between 11/2008 and 4/2014. The EIA procedures, including variants, public consultation, impacts along with mitigating measures and environmental monitoring, have been examined and procedures are in order. Negative impacts are varied but include agriculture and forest land conversion, noise and vibration, visual intrusion, and severance of communities and habitats. The environmental decisions specify a range of mitigating measures including installation of acoustic screens, further inventory gathering, fencing, animal crossings, and restriction of working practices, usage of approved quarries, drainage works, archaeological works and regular monitoring.

Land has been reserved on most sections to allow for future expansion to 2x3. The remaining land is expected to be acquired before the contractor has completed the design phase in the D&B contract. The road will cross ecological corridors however a series of crossings (about 176 structures in total) for small, medium and large animals have been designed to provide continuity with the ecological ecosystems.

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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With regards to the Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC) the project cuts or passes closely to Natura 2000 areas. In particular PLH 180020 Dolina Dolnego Sanu and PLB 180005 Puszcza Sandomierska (Rzeszow) PLH 060003 Uroczyska Lasow Kanowskich and PLB060005 Lasy Janowskie (Lublin). It should be noted that where possible the route follows the old alignment or a railway line in the Natura 2000 area. Competent Authorities have stated that, in their opinion, the schemes will have an impact on Natura 2000 areas but that these impacts have been carefully mitigated. Demonstrating compliance is a condition for disbursement against these schemes. The Bank will be requiring that the Competent Authority provide signed declarations (Forms A/B) as a condition for disbursement against these schemes.

The project is expected to have positive impacts for the environment along the existing route and along the roads from which traffic will divert. Communities adjacent to the old route will benefit by way of improved safety, reduced noise, vibration, local pollution. Although the schemes will have some negative impact, these have been assessed and adequate mitigating and management and monitoring measures have been identified in consultation with relevant stakeholders and are expected to be included in the final designs.

The climate change impact assessment as part of Feasibility Studies for each section was completed. The main risks identified are related to heat, flood and wind. The following adaptation measures were proposed:

- Bridges designed for 300-year storm water cycle,
- Road surface adapted to higher temperatures,
- Acoustic screens designed for higher wind.

These climate adaptation measures amount to some 5% of the EIB loan or 2.2% of project cost.

EIB Carbon Footprint Exercise

Estimated annual emissions of project in a standard year of operation:

- absolute (gross) - 300 kT CO₂e/year
- relative - 10 kT CO₂e/year

The absolute emissions are expected to be slightly higher than baseline (however the relative emissions are below the threshold) due to higher speed of vehicles on the new expressway.

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

All land has been acquired for the three sections that are under construction. The remaining sections will be procured as soon as the ZRID (building) permits are obtained. A total of approx. 10,357 plots are to be procured (5892 in Lublin) representing a total area of 1650 Ha (986 Ha in Lublin). These areas are to be finalised as soon as the designs are completed. A total of approx. 511 buildings/objects are to be demolished (338 in Lublin) including 52 people who will relocate as a result of the project.

Public Consultation and Stakeholder Engagement

Public consultation was held in Lublin between 9/2008 and 10/2013 and in Rzeszow between 7/2006 and 3/2014. Issues included route location, noise levels, access/severance, loss of businesses, land costs, quality of the EIA report, and a primary school (safety issues). There have been a few complaints however these have been dealt with by the Promoter. These included a procurement issue which was dealt with by the Polish procurement office and which led to changes in the provisions of the contract, restitution of time to appeal and the location of the roadway.

Other Environmental and Social Aspects

A Strategic Environmental Assessment (SEA) has been done for this project, including public consultation, in accordance with the (SEA) Directive 2001/42/EC under the National Road Construction Programme for the years 2014-2023. This assessment was conducted in 2015.

Environmental monitoring has been specified by the Competent Authority. This will be undertaken by the Promoter and the contractor (during construction). This monitoring is varied but will include felling of trees outside the birds nesting periods, potential archaeological sites, air pollution levels, animal migration, and noise levels among others.

Conclusions and Recommendations

Subject to the following conditions being met, the project is considered acceptable for EIB financing from an environmental and social point of view.

Disbursement conditions

- For all sections of the retained alignment, to be funded in part by the disbursement request, the Promoter is to provide to the Bank any outstanding declarations (Nature Conservation forms) signed by the Competent Authority (Forms A/B or equivalent).
- For all sections of the retained alignment, to be funded in part by the disbursement request, confirmation that any Supplemental EIAs forming part of the final building permits, have been obtained.