

## **Environmental and Social Data Sheet**

### **Overview**

Project Name:	A1 MOTORWAY TUSZYN CZESTOCHOWA (TEN-T)
Project Number:	20180067
Country:	Poland
Project Description:	Extension of an 81 km long section of the existing 2x2 lane highway between Tuszyn and Czestochowa in southern/central Poland to a motorway standard along the existing alignment forming part of the broader A1 motorway route from the Baltic coast to the border with the Czech Republic in the Baltic-Adriatic TEN-T corridor.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes

### **Environmental and Social Assessment**

#### **Environmental Assessment**

The project section of the A1 Motorway between Tuszyn and Rzasawa is the remaining missing motorway standard link connecting Lodz and Katowice. The section will be built to a motorway standard with 2x3 lanes, except for a 3 km section with 2x4 lanes. The alignment of A1 Motorway along the project section follows the route of the existing national road DK1. The existing road is a 2x2 lane full access highway and therefore widening and related land acquisition will be required. Most of the scope might be considered as being a new construction along the existing alignment. In addition to the motorway, approximately 125 km of access and service roads will be constructed.

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 2015.

The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA. Two EIA reports (for longer sections of which the project is part) were prepared in 2007 and submitted to the Competent Authority in 2008. Positive Environmental Decision for the 104 km long section from Strykow to the Lodz voivodship border, including 63.8 km long section of the current project, was issued in January 2009. The 40 km long motorway section from Strykow to Tuszyn was completed and is open to traffic.

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<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 15 October 2018

For the 76 km long section of motorway from the Silesian voivodship border to Pyrzowice, which includes a 16.9 km long section of the current project, the Environmental Decision was issued in February 2009. This decision was subsequently amended and then reconfirmed by the General Director for Environmental Protection in early 2010. The 49 km long section south of Czestochowa is close to completion.

In 2012 the promoter undertook additional supplementary environmental procedures to support the Construction permit applications. Construction permits for the 4 sections (A-D) in Lodz voivodship were issued on the 4<sup>th</sup> November, 2013. For 3 sections these were later updated; on the 18<sup>th</sup> March, 2016 for section A, on the 18<sup>th</sup> October, 2015 for section B and on the 10<sup>th</sup> December, 2015 for section C. Construction permit for section E was issued on the 17<sup>th</sup> November, 2014. Application for updating was submitted in 2015, but in 2016 the updating procedure was suspended till 2019 and therefore permit of 2014 is still in force.

The works contracts will be design and build type contracts, so it may be the case when, after the design is prepared, there is a need for updating of the construction permit and submit another supplemental EIA to the competent authorities. Therefore, the Bank is introducing an undertaking requesting the Promoter to submit to the Bank information regarding any new Supplemental EIA decisions, required for issuing updated building permits.

The EIA procedures, including analysis of variant solutions, public consultation, impacts along with mitigating measures and environmental monitoring, have been examined and procedures are carried out in accordance with the EU Directive requirements. Negative impacts are varied and these 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. The measures include installation of acoustic screens; drainage and wastewater treatment systems; re-plantation of greenery; fencing along entire length of project; installation of antiglare screens; various restrictions on working practices; and regular monitoring. The motorway crosses a number of known wildlife migration corridors between natural habitats. As a result, the Environmental Decisions require the construction of a number of big, medium and small animal passes (some integrated with cross drainage).

With regards to the Habitats Directive (92/43/EEC), the project does not cross or border any Natura 2000 areas. The nearest sites - PLH 240025 Peatbog at the Konicki Valley and PLH 240026 The Warta river gorge near Mstow on the section E are 6.7 and 7.5 km away from the motorway. In Lodz voivodship the nearest site PLH 100020 Gorzkowickie Forests is 8 km away. Other sites are 10 or more km away. The project impact on Natura 2000 areas was analysed by the competent bodies during the procedure related to the environmental impact assessment, and the conclusion was that the project will have no significant adverse impacts. The competent Authorities responsible for nature protection in Lodz and Katowice have confirmed this conclusion by issuing Form A for the sections A-D in Lodz voivodship on the 28<sup>th</sup> March, 2018 and for the section E in Silesian voivodship on the 23<sup>rd</sup> September, 2014.

The project is not at any particular risk from climate change impacts.

### **EIB Carbon Footprint Exercise**

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

- Forecast absolute (gross) emissions are 468,000 tonnes of CO<sub>2</sub> equivalent per year; and
- Forecast emissions savings is minus 44,000 tonnes of CO<sub>2</sub> equivalent per year.

The project boundaries are:

Luxembourg, 15 October 2018

- In the “baseline case” – existing DK1 road
- In the “absolute case” (with the project) - the new A1 which follows the old alignment of DK1 and is refurbished and widened.

The absolute emissions are expected to be slightly higher than baseline due to higher speeds.

The baseline is the forecast third party emissions, in the absence of the project, from the existing network only within the boundary defined above. The forecast for absolute emissions relates to the corridor including the new expressway section. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

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**

Land acquisition is almost completed. At the time of appraisal, few cases were still under review process and actions for compensation were to be completed for 40 plots already taken over by the State Treasury. For the entire project, 5489 plots of land with a total area of 1062.6 ha have been acquired. Involuntary resettlement of three residential houses and five business properties was required.

For traffic using the project road, there will be an improvement in road safety through the increased number of lanes, closing open access to the road, grade separation of junctions and provision of an emergency lane and other safety measures. Road safety audits at various stages of design and pre-commissioning have been or will be performed in accordance with Polish legislation.

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

Public consultation and stakeholder engagement during the different SEA’s and EIA’s related to the project has been executed in compliance with the requirements of the applicable legal framework. The proposals and recommendations received during the consultations have been dealt with in issuing the environmental decisions and reflected in requirements for the design, which will be checked once more during the final supplemental EIA analysis before issuing or updating the already issued construction permits. There is no particular risk of delays because of the public dissatisfaction.

## **Conclusions and Recommendations**

The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA. EIA procedures have been completed in 2008, followed by supplemental EIAs in 2012. Construction permits have been issued in 2013 and 2014.

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 2015.



Luxembourg, 15 October 2018

The project complies with applicable EU and national Legislation including SEA and EIA legislation.

### **Undertaking**

The Promoter shall submit to the Bank information regarding any new Supplemental EIA decisions, required for issuing updated building permits.

Under these conditions, the project is considered acceptable for EIB financing from an environmental and social point of view.