

## Environmental and Social Data Sheet

### Overview

Project Name:	WARSAW APPROACHES II (TEN-T)
Project Number:	2018-0899
Country:	<i>Poland</i>
Project Description:	The project concerns improvement of main access roads to Warsaw from south – east directions, in particular: (1) construction of a 14.7 km long 2x2 lane A2 motorway section along a new alignment between Lubelska junction and Minsk Mazowiecki; (2) construction of a 29.2 km long 2x2 and 2x3 lane S7 expressway section mostly along a new alignment between Lotnisko interchange and Grojec; (3) reconstruction of a 4.5 km long 2x3 lane S17 expressway section along an existing alignment between Zakret and Lubelska junction in direction from Warsaw to Lublin and construction of a 1.5 km long section of the S2 expressway from Lubelska junction towards Warsaw.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes

### Environmental and Social Assessment

#### Environmental Assessment

The project concerns improvement of main access roads to Warsaw from south – east directions. The project will address gaps in the efficiency of road network alignment and will eliminate traffic bottlenecks on the approaches to Warsaw. Implementation will complement previous EIB operations along the TEN-T road network of Poland, and on the Warsaw approaches and city Ring Road in particular. The project scope includes construction works and project supervision services on three road sections – A2 motorway and S7 and S17 expressways with a total length of approximately 50 km.

The project sections are 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.

---

<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, 5 July 2019

### **A2 Motorway section**

EIA report for the entire 140 km section from Warsaw to Belarusian border was prepared in 2010. Positive Environmental decision was issued on the 20 December 2011. Additional decisions for two road sections - approaches to Lubelska junction and Minsk Mazowiecki junction, were issued in 2017. After completing the design documents, competent authorities reviewed the supplemental EIAs and in December 2017 issued positive decisions. Construction permits were issued between July 2017 and August 2018.

Concerning the Habitats Directive (92/43/EEC), the project does not cross or border any Natura 2000 areas. The nearest site - PLH 140025 Dolina Srodkowego Swidra, is 7.5 km away from the motorway. On 6 April 2018 the Competent Authority issued a declaration on impact to NATURA 2000 sites for whole 14.7 km A2 project section between Lubelska junction and beginning of Minsk Mazowiecka bypass (km 489+325.68 - km 504+094.76 of Warsaw – Kukuryki road), stating that the Project will not have a significant impact on protected sites and its integrity.

### **S7 Expressway section**

EIA report for the entire 29 km Warsaw – Grojec section was prepared in 2010. Positive Environmental decision was issued on the 24 April 2011. Taking into account the changes since then, a new EIA decision-making process was carried out and new decision for entire project section was obtained on 6 April 2017. Additional decisions for two minor modifications were issued in October and December 2018. After completing the design documents, the supplemental EIAs for the three sub-sections were submitted to the competent authorities in June, August and March of 2018 respectively. For the sub-section between the interchange Tarczyn Polnoc nad Grojec bypass, decision has been taken and a construction permit is issued. For two other sub-sections, the review is underway and at the time of appraisal construction permits have not been issued yet. Therefore, the Bank will foresee an undertaking asking the Promoter to submit a supplemental EIA decisions and construction permits for service's review prior to the disbursement for the respective project components.

Concerning the Habitats Directive (92/43/EEC), the project does not cross or border any Natura 2000 areas. The nearest site - PLH 140039 Stawy w Zabiencu, is approximately 5 km away from the construction site. On 10 May 2018 the Competent Authority issued a declaration on the impact on NATURA 2000 sites for whole S7 expressway section between Lotnisko interchange and beginning of Grojec bypass (km 0+300 – km 29+626), stating that the Project will not have a significant impact on protected sites and its integrity.

### **S17 Expressway section**

EIA reports for the S17 expressway construction, including the project section, were prepared in 2005 and 2009. First EIA decision for the entire Marki – Lubelska junction section was issued on the 19 October 2007 and later reconfirmed on 24 April 2009. For the Lubelska junction – vojevodship border section EIA decision was issued on the 22 November 2010. On 17 September 2014 the competent authority issued EIA decision specifically for Lubelska junction. This completed the environmental permitting process. Supplemental EIA reports were drafted in 2015 and further updated in 2018. Construction permits were issued on 19 August 2016 for the Lubelska junction and on 13 March 2018 for the S17 section between Zakret and Lubelska junction. A number of optimization proposals were proposed during the detailed design, and on the 12 February 2019 the construction permit for Lubelska junction component has been modified.

Luxembourg, 5 July 2019

Concerning the Habitats Directive (92/43/EEC), the project does not cross or border any Natura 2000 areas. The nearest sites - PLH 140034 Poligon Rembertow and PLH 140031 Las Jana III Sobieskiego are approximately 4 km and 5 km away from the project sites. On the 29 November 2017 the Competent Authority issued a declaration on the impact of the works on S17 section between Zakret and Lubelska junction on NATURA 2000 sites, stating that the Project will not have a significant impact on protected sites and its integrity.

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.

Climate change impact assessment was part of tasks during the Feasibility Studies and EIA analysis. The identified risks are rated as low and medium and are related to strong winds, heavy rain and intensive snowfall. The Promoter has incorporated the findings and recommendations from the EIA into the project design properly addressing the identified climate change related risks. The project does not possess any high risks related to climate change impacts.

## **EIB Carbon Footprint Exercise**

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

- Forecast absolute (gross) emissions are 173,000 tonnes of CO<sub>2</sub> equivalent per year; and
- Forecast emissions savings is 6,000 tonnes of CO<sub>2</sub> equivalent per year.

The project boundaries are:

- In the “baseline case” – existing road network comprising the sections of DK17 between Lubelska junction and Zakret, DK2 between Zakret and Minsk Mazowiecki, S8 between node Paszkow and Wesel Puchaly and DK7 between Puchaly and Grojec.
- In the “absolute case” (with the project) - the upgraded S17 expressway between Zakret and Lubelska junction, the new S7 expressway between Lotnisko interchange and Grojec and the new A2 motorway between Lubelska junction and Minsk Mazowiecki.

The absolute emissions are expected to be slightly lower than the baseline due to less congestion and more fluent traffic of vehicles on the new expressways and motorway.

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 the absolute emissions related to the corridor, including the upgraded S17 and new sections for the A2 and S7. The forecast reflect the Services' assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

Luxembourg, 5 July 2019

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 decisions for A2 and S17 sections have been taken and payment of compensations was underway at a time of appraisal. For S7 section expropriation decisions still need to be taken for two lots. For the third section between Tarczyn Polnoc interchange and Grojec acquisition has been completed.

For the entire project, 3540 plots of land with a total area of 722.52 ha are to be acquired. 280 real estate objects are to be demolished, including involuntary resettlement from 91 residential houses. No blocking protests were reported by the Promoter.

For traffic using the project sections and people living alongside the currently used national roads, there will be a significant improvement in road safety and living conditions. This will be possible due to the diversion of transit traffic from the streets, added new motorway and expressway segments, increased number of lanes, closing open access to the road, grade separation of junctions and provision of emergency lanes and other safety measures. Road safety audits at various stages of design have been and at pre-commissioning will be performed in accordance with requirements of the EU and Polish legislation.

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

Extensive public consultation and stakeholder engagement during the different SEA's and EIA's related to the project has been organized in compliance with the requirements of the applicable legal framework. Publication in local media and meetings in impacted municipalities were organized. The proposals and recommendations received during the consultations have been dealt with in issuing the environmental decisions, reflecting in requirements for the design and later checked in issuing supplemental EIA decisions and construction permits. There is no particular risk of delays because of the public dissatisfaction.

### **Conclusions and Recommendations**

The project components are 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. EIA procedures have been completed by 2011. Construction permits have been issued for A2, S17 and part of S7 sections. Supplemental EIA for one S7 section is under review.

The project complies with applicable EU and national social and environmental legislation.

### **Undertaking**

Prior to the disbursement of funds to be used for S7 expressway section, the Promoter shall submit to the Bank a confirmation that the corresponding Supplemental EIA decisions, required for issuing construction permits, have been obtained.



Luxembourg, 5 July 2019

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