

Environmental and Social Data Sheet

Overview

Project Name:	<i>S7 EXPRESSWAY SOUTH (LUBIEN-RABKA)</i>	
Project Number:	2016-0393	
Country:	<i>Poland</i>	
Project Description:	The project consists of the construction of an approximately 17km long 2x2 lane expressway in a mountainous area in southern Poland on a new alignment, including a 2 km tunnel. The section is part of the S7 linking the city of Krakow to the Slovak border and resort town of Zakopane.	
EIA required:	yes	
Project included in Carbon Footprint Exercise ¹ :	no	

Environmental and Social Assessment

Environmental Assessment

The project involves the construction of an approximately 16 km long section of S7 expressway and 1 km of national road DK47 in largely mountainous rural environment. Along almost all of its length the expressway follows a new alignment. The section of national road is following the existing alignment. The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA. The project was divided into 3 subsections according to the specifics of the works and was subject to a full EIA procedure in 2010. 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 form of strategic environmental assessment in 2014.

A positive environmental decision was issued by the respective Competent Authority in August 2010. After another round of public consultations it was amended in November 2013. Supplemental EIA for the selected option was performed at the detailed design stage during 2014, before applying for the construction permits. Consent from the Competent Authority (Regional Director for Environmental Protection in Krakow) to implement the project was issued in December 2014. Construction permits were issued in January 2015 and works have commenced in 1st quarter of 2016.

The project doesn't cross any Natura 2000 sites but is located in the vicinity (3km) of site "Raba z Mszanka" (PLH120093). The EIA reports do not identify any likelihood of significant negative impact on the site, and as a result the Competent Authority for Nature Conservation (Directorate for Environmental Protection) has issued a statement (Form A) on 6th June 2016 confirming that the project is not causing significant impacts on Natura 2000 sites and appropriate assessment according to art.6 (3) of the Directive 92/43/EEC is not required.

The main residual negative impacts of the project are: conversion and permanent loss of about 153 hectares of largely agricultural 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. The Environmental Decision provides for prohibition of certain construction activities during nesting periods of birds; installation of acoustic barriers on more than 4 km; 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 and impact assessment to evaluate the effectiveness of the envisaged solutions.

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.

The scope of such ex-post impact assessment includes: air, soil and groundwater pollution; noise levels and monitoring of the groundwater levels in the vicinity of the new tunnel.

The Supplemental EIA has specified further, more detailed application of mitigation measures which shall be part of the construction design. It has also emphasized on the proper disposal and usage of excess volumes of material coming from the construction site of the tunnel and cuttings. The Environmental Decision stipulates that the provisions of the Polish Law (Act from 14 December, 2012 On Waste Treatment, as amended) shall be respected with regards to the disposal of the materials.

The most challenging element of the project from a technical perspective is the construction of a 2058m long tunnel located approximately in the middle of the project section. The geological and hydrological conditions and risks have been studied in detail during the EIA and complimentary EIA procedures and all proposed solutions have been incorporated into the design. This has been confirmed by the Competent Authority in the Decision issued after the review of the complimentary EIA in 2014. Construction permits have been issued for all 3 subsections, confirming that the requirements of national laws are respected. Proper monitoring of disposal of excess material, which will not be used on site, shall be ensured by the Promoter and Engineer during the construction process.

Social Assessment, where applicable

Around 2268 plots covering 153 ha of land were expropriated because of the project, including involuntary resettlement from about 88 properties, including 26 residential homes. Appropriate compensation has been paid in accordance with applicable national laws and regulations, which are in line with the relevant Bank standards. At the time of the appraisal of the project, land acquisition was completed and contractors were in possession of the entire site. There is only one case where the level of compensation has not been agreed yet in mutual settlement and the judicial process is ongoing according to national law.

Public Consultation and Stakeholder Engagement

In line with regulatory requirements, public consultation took place in October 2014 during the EIA proceedings prior to granting the environmental consents. Information on the project was published in the Molopolskie Provincial Office Public Information Bulletin and the local newspaper "Gazeta Wyborcza". It was also made available to the public on the notice boards for official notices and on the websites of the municipalities in Lubien, Jordanow, Raba Wyzna, Rabka Zdroj. A number of written comments and suggestions were received from the individuals and legal entities. After proper analysis these were taken into account as much as feasible or, if not, justified explanations were communicated to the parties. No appeals were registered after issuing of the permit.

Other Environmental and Social Aspects

The project is on the TEN-T network and is therefore subject to the provisions of Directive 2008/96/EC on road safety management and directive 2004/54/EC on minimum levels of safety in European road tunnels. Road safety audits at various stages of design, construction and operation have been or will be performed.

The project is expected to have some positive environmental impacts in terms of an overall reduction in green-house gas emissions due to significant decongestion effects; displacement of local emissions away from built up areas; as well as road safety improvements.

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

Conclusions and Recommendations

Subject to the fulfilment of the measures aimed at mitigating the negative impacts, the project is satisfactory to the Bank in environmental and social terms.

PJ/ECSO 15.