



Luxembourg, 20.09.2023

## Environmental and Social Data Sheet

### Overview

Project Name:	A2 MOTORWAY MINSK MAZOWIECKI - BIALA PODLASKA
Project Number:	20230156
Country:	Poland
Project Description:	Construction of a new A2 Motorway section between Minsk Mazowiecki and Biala Podlaska.
EIA required:	yes

Project included in Carbon Footprint Exercise<sup>1</sup>: yes

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

### Environmental and Social Assessment

The project concerns the construction of a new 101 km long 2x2 lanes A2 motorway section between Minsk Mazowiecki and Biala Podlaska. The project is located east of Warsaw in Masovia (Mazowieckie) and Lublin (Lubelskie) voivodeships. The A2 motorway is part of the North Sea - Baltic TEN-T priority corridor, which in Poland is the main connection along the West – East axis between the border with Germany and the border with Belarus. The project is a continuation of a recently completed A2 motorway section between Warsaw and Minsk Mazowiecki, co-financed by the Bank as part of the project Warsaw Approaches II (TEN-T). The project design foresees the construction of a "greenfield" motorway with 2x2 lanes, providing the possibility for further extension to 2x3 lanes, if/when justified. The project scope also includes constructing of grade separated interchanges, animal crossings, noise protection screens, local and service roads, passenger service areas and motorway maintenance center.

#### Environmental Assessment

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 (SEA) in 2015. The project is also included in the National Operational Programme European Funds for Infrastructure, Climate and Environment 2021-2027 (FEnIKS) for which a SEA was performed in 2021. The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a mandatory EIA.

The EIA procedure was carried out between 2009 and 2011 for the entire 140 km section from Warsaw to the Belarusian border. The EIA Decision (ref. WOŚ-II.4200.1.2011.MW) was issued on 20 December 2011 by the competent authority, the Regional Director for Environment (RDOŚ) in Warsaw.

The subsequent project amendments (e.g. additional roads) underwent a screening process (considered as included in Annex II to the EIA Directive) resulting in two negative screening decisions issued by the RDOŚ in Warsaw on 29 April 2021 (ref. WOŚ-II.420.81.2020.OŁN.11) and on 6 May 2021 (ref. WOŚ-II.420.85.2020.OŁN.13).

<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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For implementation purposes, the project has been divided into two sections (1) Minsk Mazowiecki – Siedlce and (2) Siedlce – Biała Podlaska, which are in turn divided into three and four subsections (lots):

(1) Minsk Mazowiecki – Siedlce:

- Section III from Kałuszyn interchange to Groszki interchange (12.06 km),
- Section IV from Groszki interchange to Grężów interchange (12.89 km),
- Section V from Grężów interchange to Siedlce Zachód (Swoboda interchange) (12.49 km).

(2) Siedlce – Biała Podlaska:

- Section VI from Siedlce Zachod (Swoboda interchange) to Malinowiec (18.8 km),
- Section VII from Malinowiec to Łukowisko (18 km),
- Section VIII from Łukowisko to Swory (12.5 km),
- Section IX from Swory to Biała Podlaska (Cicibor interchange) (14.1 km).

Following the completion of the design documents, the contractors completed the second stage EIA reports in 2020-22 and applied for the Supplemental Environmental Impact Assessment (SEIA) within the development permit (ZRID) procedure for each of the seven project sections separately.

At the time of the appraisal, five SEIA Decisions have already been issued, for sections: III, IV, V, VI and IX. For the two remaining sections: VII and VIII, the SEIA reports are being reviewed by the competent authority and SEIA decisions are expected by July 2023.

Therefore, before the disbursement under the loan, the Bank will request the borrower to provide a copy of the final Development Permits (ZRID) together with the associated RDOŚ decisions for these two sections.

#### Assessment of effects on Natura 2000 sites

The following NATURA 2000 sites were identified as being potentially impacted by the Project:

No.	Code	Site name	Distance to the project
1.	PLB140009	Dolina Kostrzynia	In collision
2.	PLH140028	Gołobórz	bordering
3.	PLB140002	Dolina Liwca	approx. 0.88 km
4.	PLH140032	Ostoja Nadliwiecka	approx. 1.88 km

The project impact on Natura 2000 areas was analysed by the competent authorities as a part of the EIA procedure, who concluded that the project would have no significant adverse impacts on the objectives and functioning of the sites. It is mandatory under the SEIA to verify if the detailed project design meets the conditions set in the EIA decision by taking into account specific technical solutions and current environmental conditions, as well as the established and revised site-specific conservation objectives (SSCOs).

#### Impacts and mitigation

During the EIA process, the studies and reviews by the competent authorities have been carried out in accordance with the EU EIA Directive requirements. This included analysis of variant solutions, assessment of impacts along with mitigating measures and environmental monitoring requirements.



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Negative impacts include agriculture, urban and forestland conversion, noise and vibration, visual intrusion and severance of communities and habitats. The Environmental Decisions specifies a range of mitigating measures which include installation of acoustic screens, construction of different size animal passes, drainage and wastewater treatment systems, re-planting of greenery, fencing, various restrictions on working periods, hours and practices as well as requirements for regular monitoring.

Although the project will have some negative impacts, these have been properly assessed and adequate mitigation, management and monitoring measures have been/are to be identified in consultation with relevant stakeholders and included in the final designs, which are subject to the SEIA decisions.

### **Climate adaptation**

According to the climate risk and vulnerability assessment carried out at project preparation the most significant risks with higher probability and impact are related to flooding and increased snow loading. Other relevant climate change related project risks, e.g. temperature increase, precipitation increase and strong winds, are rated “medium”. The promoter has confirmed that the project design incorporates proper measures and is sufficiently adapted to the identified climate vulnerabilities with the highest risks, and that the maintenance planning will be properly addressing the possible intensive snow loading risk. After the application of proper mitigation measures, the climate risk of the project is rated as “low”.

### **Paris alignment**

The project was assessed by the Bank’s services for Paris Alignment in accordance with the policies set out in the Climate Bank Roadmap (“CBR”). The project is considered being aligned with the low carbon goal as it consists of a capacity expansion of an existing road infrastructure meeting the EIB eligibility criteria for Transport, including passing the Adapted Economic Test introduced under the CBR and is consistent with national and EU level infrastructure planning. Poland’s alternative fuel infrastructure national policy framework has been assessed to have shortcomings in the EU latest assessment\*, but the distance requirement of one recharging point at least every 60 km of the TEN-T is deemed to be met and therefore the requirement for the Core Network is expected to largely be fulfilled. The climate risk of the project is assessed as low and the project is therefore considered to be aligned with the resilience goal.

\*[Register of Commission Documents - SWD \(2019\)29 \(europa.eu\)](#)

### **EIB Carbon Footprint Exercise**

The project is included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of project in a standard year of operation:
  - Forecast absolute (gross) emissions are 137 700 tonnes of CO<sub>2</sub> equivalent per year.
  - Forecast emission created are 10 400 tonnes of CO<sub>2</sub> equivalent per year.
- The project boundaries are given by the new road and the existing roads (national road 2 connecting Minsk Mazowiecki, Siedlce and Biala Podlaska, and provincial road 698 linking Siedlce and Konstanyń).

The baseline is the forecast third party emission, in the absence of the project, from the existing network, only within the boundary defined above. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.



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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**

Being a road construction along a new alignment, the project implementation requires additional land take of approximately 1 500 ha. This includes expropriation of approximately 6 000 land plots and demolishing of 146 real estate objects. This will lead to the conversion and permanent loss of primarily arable, forest and sub-urban land. On the section between Minsk Mazowiecki – Siedlce, the expropriation was completed, and the construction site was handed over to the contractors by December 2022. As for the section Siedlce – Biala Podlaska the expropriation and resettlement process is still underway, and a certain risk of dissatisfaction and appeals exists until the process is fully completed. Experience with the promoter from the previous projects shows that this risk is minimised by applying well-planned expropriation procedures in accordance with Polish legislation, involving professional staff and offering a fair compensation for the expropriated property. This includes information to the owners about resettlement timing, based on real needs and works calendar.

The project is expected to have positive socio-economic impacts such as the reduction of travel costs and improvement of road safety. The project is also expected to improve the quality of life of the inhabitants of the localities crossed by the national and local roads in the area of influence of the motorway, because of reduced air and noise pollution, as well as job creation.

The traffic safety situation is expected to improve by constructing grade separated interchanges, constructing pedestrian underpasses and bridges and providing emergency lanes and local service roads. Road safety audits were undertaken at the design stage and, in accordance with the requirements of the EU and Polish legislation, will be performed at pre-commissioning phase.

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

The promoter organized extensive public consultations and assured stakeholder engagement during the different stages of the EIA and SEIA procedures in compliance with the requirements of the applicable legal framework. Prior to the public consultation meetings, information was made available through publication in local media and posting on information boards and webpages of the municipalities impacted by the project. The proposals and recommendations received during the consultations were dealt with, before issuing the environmental decisions and defining technical requirements for the design, which were/are to be checked at issuing the SEIA decisions and ZRID.

### **Other Environmental and Social Aspects**

The EIA decision stipulates an obligation related to the monitoring of water, air, noise, and biodiversity, including identification of monitoring points and determination of the reporting frequency. The results will be communicated to the competent authority.

## **Conclusions and Recommendations**

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 SEA in 2015. The project is also included in the National Operational Programme European Funds for Infrastructure, Climate and Environment 2021-2027 (FENIKS) for which a SEA was performed in 2021.



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The project falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring mandatory EIA.

At a time of appraisal, the EIA procedures, including issuing of SEIA decision and development permit (ZRID), were completed for 5 out of 7 sections. For the remaining two sections, the SEIA reports were under review by the competent authorities and the SEIA decisions and ZRID were still pending.

Subject to the fulfilment of the below-mentioned conditions and undertakings, the project is acceptable for EIB financing in E&S terms:

Disbursement conditions:

- In relation to the project sections VII Malinowiec - Lukowisko and VIII Lukowisko – Swory, the EIB receives copies of the RDOS decisions together with final Development Permits (ZRID).

Undertakings:

- Promptly inform the EIB about any changes/updates in the project design which may affect any decisions (including, among others, administrative decisions, or internal decisions of the promoter) to implement the project.
- Promptly inform the EIB on any significant environmental claims, proceedings or investigations commenced, pending, or risk of being initiated regarding environmental matters affecting the project.
- Following the CJEU ruling of 20 April 2023 concerning the infringement procedure C-602/21, provide to the EIB a copy of the noise action plan under Article 8 of the Environmental Noise Directive (END) 2002/49/EC adopted for the A2 highway, if applicable.