

Luxembourg, 13.12.2023

Environmental and Social Data Sheet

Overview

Project Name:	S6 EXPRESSWAY KOSZALIN - BOZEPOLE
Project Number:	2023-0446
Country:	Poland
Project Description:	Construction of a new S6 Expressway section between Koszalin and Bozepole.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes

Environmental and Social Assessment

The S6 expressway is part of the Comprehensive TEN-T road network in the Northern part of Poland. The project is located west of Gdansk on a road corridor along the Baltic Sea coast, connecting the regions of Szczecin and Tri-city (Gdansk, Gdynia and Sopot). The project concerns construction of two non-continuous 108 km of a "greenfield" 2x2 lane expressway sections along a new alignment between Koszalin and Bozepole and a widening by a second 2 lane driveway on a 10 km section of the Slupsk bypass along the existing alignment. For implementation purposes, the project has been divided into two sections (1) Koszalin – Slupsk and (2) Slupsk - Bozepole. These sections are further divided into two and five lots, respectively.

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 and the Governmental National Road Construction Program until 2030 for which the SEA was performed in 2022.

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

The project scope was covered by four EIA procedures, resulting in the following EIA decisions by the competent authorities, the Regional Director for Environmental Protection (RDOS):

- Decision of RDOS in Szczecin of 9 July 2010 (ref. RDOŚ-32-WOŚ.TŚ-6613/2-29/2010/at,ac) for the section S6 Koszalin – Slupsk, modified by GDOS on 1 March 2011 (ref. DOŚ-idk.4200.13.2011.4);
- Decision of RDOS in Gdansk of 29 May 2017 (ref. RDOŚ-Gd-WOŚ.4200.1.2016.AJM.23) for the second carriageway of Slupsk bypass,

¹ 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 CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.



Luxembourg, 13.12.2023

- Decision of RDOS in Gdansk of 14 November 2014 (ref. RDOŚ-Gd-WOO-4200.5.2013.KLP.26) for the section S6 Slupsk – Lebork,
- Decision of RDOS in Gdansk of 30 May 2014 (ref. RDOŚ-Gd-WOO.4200.3.153.2011.AJA.ES) for the section S6 Lebork – Bozepole, modified by GDOS on 4 January 2016 (ref. DOOŚ-OAll.4200.38.2014.JSz.17).

Following the completion of the design documents, the Contractors completed the supplemental EIA reports and applied for the Supplemental Environmental Impact Assessment (SEIA) within the development permit (ZRID) procedure for each of the seven project sections (Lots) separately. At the time of the appraisal, six out of seven SEIA Decisions and the final development permit (ZRID) have already been issued. For the remaining section S6 Slupsk – Bobrowniki (Lot 2.2), the SEIA report is being reviewed by the competent authority and the SEIA decision is expected by November 2023. Therefore, prior to disbursement under this section, the Bank will request the borrower to provide a copy of the final Development Permit (ZRID) together with the associated SEIA decision for this remaining section.

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 (km)
1.	PLH320006	Dolina Bielawy	Bordering
2.	PLH220038	Dolina Wieprzy i Studnicy	Intersects
3.	PLB220002	Dolina Słupi	Intersects
4.	PLH220036	Dolina Łupawy	Intersects
5.	PLB220006	Lasy Lęborskie	(approx. 1,255 km)

The project impact on Natura 2000 areas was analysed by the competent authorities as part of the EIA procedures concluding 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 considering 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, followed by the reviews of the competent authorities, have been carried out in accordance with the EU EIA Directive requirements. The EIA process included the analysis of variant solutions, the assessment of impacts along with mitigation measures and environmental monitoring needs.

Negative impacts include conversion of agriculture, urban and forestry land, noise and vibration, visual intrusion and severance of communities and habitats. The Environmental Decisions specify a range of mitigating measures which include installation of acoustic screens, construction of different size animal passes, drainage and rainwater 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.



Luxembourg, 13.12.2023

Climate adaptation

According to the climate risk and vulnerability assessment carried out at project preparation the most significant risk with higher probability and impact is related to increased snow loading. Other relevant climate change related project risks, e.g. flooding, 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 Poland has shown improving commitment to plan for alternative fuel infrastructure. 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 149 400 tonnes of CO₂ equivalent per year;
 - Forecast emission created are 2 600 tonnes of CO₂ equivalent per year.
- The project boundaries are given by the new road and the existing roads (national road 6 connecting the cities of Kozalin in the northwest of Poland, at Sianow, with the village of Bożepole Wielkie, and national road 20 linking the town of Miastko with the village of Kaliska Kościerskie).

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.

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

Being a road construction along a new alignment, the project implementation requires additional land take of approximately 870 ha. This includes expropriation of approximately 1 820 land plots and demolishing of 52 real estate objects, including 10 residential buildings. This will lead to the conversion and permanent loss of primarily arable, forest and sub-urban lands. On most of the sections, the expropriation was completed, and the construction site was handed over to the contractors by August 2023. On several locations 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



Luxembourg, 13.12.2023

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 road by switching the heavy traffic flow to the new expressway. It will result in a reduced air and noise pollution. Project will also facilitate temporary and permanent job creation in the region.

The traffic safety situation is expected to improve by constructing grade separated interchanges, emergency lanes, underpasses, overpasses, 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 and 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.

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 with a perspective of 2025 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 mandatory EIA.

At a time of appraisal, the EIA procedures, including issuing of SEIA decision and development permit (ZRID), were completed for six out of seven sub-sections (Lots). For the last remaining section, the SEIA report was under review by the competent authorities and the SEIA decision 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 Bank's financing towards the project section S6 Slupsk - Bobrowniki, the EIB receives copies of the SEIA decision together with final Development Permit (ZRID) for the respective section.



Luxembourg, 13.12.2023

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 S6 expressway between Koszalin and Bozepole Wielki, if applicable.