

Luxembourg, 25.06.2024

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>S19 EXPRESSWAY MEDZYRZEC PODLASKI - LUBLIN</i>
Project Number:	<i>2023-0987</i>
Country:	<i>Poland</i>
Project Description:	<i>Construction of a new 101 km long S19 expressway section between the intersection with the A2 motorway and Lublin.</i>

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 S19 expressway is part of the Extended Core TEN-T road corridor running along the eastern border of Poland with Belarus and Ukraine. The project is located north of Lublin in Lublin voivodeship (Lubelskie) on a north - south road corridor between Bialystok and the Polish - Slovakia border via Rzeszow. The project concerns the construction of a new 2x2 lanes S19 expressway between Bialystok and Lublin on a 101 km long section between the S19 interchange with A2 motorway and Lublin. Works include new construction and extension of the existing infrastructure. The project design foresees construction of approximately 87 km of a "greenfield" 2x2 lane expressway and a second two lane driveway (approximately 14 km) on two bypass sections along the existing alignment. The project scope also includes constructing of grade separated interchanges, animal crossings, drainage systems, noise protection screens, local and service roads, passenger service areas. For implementing purposes, the project has been divided into six sections.

#### Environmental Assessment

The project is 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 2022/3.

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 issued by the competent authorities, the Regional Director for Environmental Protection (RDOS):

<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.



Luxembourg, 25.06.2024

- Decision of RDOS in Lublin of 19 October 2012 (ref. WOOŚ.4200.2.2011.LP), modified by the decision of GDOS of 8 July 2015 (ref. DOOŚ-oa.I.4200.16.2012.18),
- Decision of RDOS in Lublin of 21 February 2020 (ref. WOOŚ.420.71.2019.LP) for the second carriageway of Miedzyrzec Podlaski bypass,
- Decision of RDOS in Lublin of 10 June 2020 (ref. WOOŚ.4200.95.2019.LP) for the second carriageway of Kock and Wola Skromocka bypass,
- Decision of RDOS in Lublin of 18 July 2023 (ref. WOOŚ.420.6.2022.KPR.41) for additional project components.

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

At the time of the appraisal, only one SEIA Decision and one ZRID has been issued for the construction of second carriageway of Kock and Wola Skromocka bypass (section 4). For the remaining sections the SEIA reports are being reviewed by the competent authority.

Therefore, before first disbursement towards a particular project section, the EIB shall receive a copy of the Supplemental Environmental decision together with a copy of the Development Permit (ZRID) for the respective section.

### Assessment of effects on Natura 2000 sites

With regards to the Habitats Directive (92/43/EEC), the project does not cross or border any Natura 2000 areas. The following NATURA 2000 sites are in the vicinity of were identified as being potentially impacted by the Project:

No.	Code	Site name	Distance to the project (km)
1	PLH060051	Dolny Wieprz	app. 0.3
2	PLB060004	Dolina Tyśmienicy	app. 2.7
3	PLH060096	Bystrzyca Jakubowicka	app. 4.3

The project impact on Natura 2000 areas was analysed by the competent bodies during the procedures related to the environmental impact assessment, and the conclusion was that the project will have no significant adverse impacts.

### 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, replanting of greenery, fencing, various restrictions on working periods, hours, and practices. It also specifies the requirements for regular monitoring of water and air quality, noise, fauna mortality, usage of animal passages and condition of greenery. 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, 25.06.2024

### 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, 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

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 411 500 tonnes of CO<sub>2</sub> equivalent per year;
  - Forecast emissions avoided are 8 100 tonnes of CO<sub>2</sub> equivalent per year.
- The project boundaries are given by the new road and the existing roads (national road 19 connecting the cities of Lublin and Miedzyrzec Podlaski in the east of Poland, and expressway S17 linking the city of Lublin with the village of Kolbiel).

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, where applicable

Being a road construction partially along a new alignment, the project implementation requires additional land take of approximately 960 ha. This includes expropriation of approximately 7 500 land plots and demolishing of 288 real estate objects, including 74 residential houses. Large number of objects to be demolished is explained by the fact that for almost 50% of the length the project alignment follows the existing road. Construction will lead to the conversion and permanent loss of primarily arable, forest and sub-urban land. Impacted persons have been informed, but until the expropriation and resettlement process is still underway, a certain risk of dissatisfaction and appeals will exist until the process is fully completed. Experience with



Luxembourg, 25.06.2024

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 road (in Niemce in particular) and local roads in the area of influence of the expressway, 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, separating transit and local traffic, constructing pedestrian underpasses and bridges and providing links to local road network. 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 are checked at issuing the SEIA decisions and ZRIDs.

## **Conclusions and Recommendations**

The project was included in the National Road Construction Program 2014 - 2023 which was subject to a Strategic Environmental Assessment SEA in 2015, currently replaced by the Governmental National Road Construction Program until 2030 for which the SEA was performed in 2022/3.

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

At a time of appraisal, the EIA decisions were issued for all project sections, SEIA reports and applications for development permits (ZRID) were submitted and under review by the Competent Authority, with only one SEIA Decision being issued for the construction of second carriageway of Kock and Wola Skromocka bypass (section 4).

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

Disbursement conditions:

- Before first disbursement towards a particular project section, the EIB receives a copy of the Supplemental Environmental decision together with a copy of the Development Permit (ZRID) for the respective section.



Luxembourg, 25.06.2024

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.