

## Environmental and Social Data Sheet

### Overview

Project Name:	SWIETOKRZYSKIE BRIDGE (FL 2011-0211)
Project Number:	20120535
Country:	Poland
Project Description:	construction of a bridge over the Wisla (Vistula) River in Polaniec along with 4.5 km of connecting roads. The project also includes the construction of a small bridge, 140 m long, over the Bren Stary River. The project will be allocated under the framework loan for the Region of Swietokrzyskie. The project is co-financed by the Region of Podkarpackie and supported by EC.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project falls under Annex II of the Environmental Impact Assessment Directive 2011/92/EU. However the project has been screened in and has been the subject of a full EIA procedure in 2/2010. A positive environmental decision was issued in 11/2011 and the building permit awarded in 7/2012. Although an SEA was not required, the project is implemented within the framework of the Operational Programme: Development of Eastern Poland 2007 – 2013, Priority Axis IV: Transport Infrastructure and SEA Swietokrzyskie. Voivodship Development Strategy to 2020 approved in 2000.

The Birds Directive (79/409/EEC) and Habitats Directive (92/43/EEC) also apply. The project is not located in a Natura 2000 area. The nearest Natura 2000 area is some 2 km away. The formal declaration on the assessment carried out under Article 6 of the Habitats Directive and duly signed has been received by the Bank (Form A).

The main negative aspects of the project relate to noise, severance, visual and archaeological impacts. Mitigating measures for noise include construction of 600 m of noise screens. Tunnels (primarily for wolves) and overbridges have also been provided as crossing points for animals. The selected variant was chosen to minimise the impact of the project on biodiversity. With respect to severance for inhabitants, junctions on access roads have been introduced to reduce this issue. In one area an archaeological dig is to be done (based on previous trial pits) on a site that is 2000 years old. Positive impacts of the bridge include a (major) reduction in journey time for commuters. The environmental decision also imposed periods during which work can be carried out to minimise the impact on fish in rivers, cutting of trees outside of bird hatching periods, and a marking system to prevent birds hitting the bridge. The Competent Authority has deemed that the project will not have a significant negative impact on the environment.

<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.

## Environmental and Social Assessment

### Environmental Assessment

The main bridge over the Vistula River does not interfere with the flow of water in the river. The only basic migration route crossed by the planned road is the Vistula River Valley, including the Bren and Wisloka Rivers. The design of the bridges with several long sections allows easy passage for animals. Pillars will be located outside the main stream of the river and hence will not disturb the biology of water species. As far as local migration routes of amphibians, reptiles and small animals are concerned, their protection consists in the adaptation of 8 facilities to fulfil the crossing functions by equipping them with passages/shelves at several locations. Specific sections of the roadway will be fenced to reduce impact on amphibians. As far as vegetation is concerned the flora inventory has shown that the route is made up of mainly arable lands and the preferred options have reduced the impact on these areas. The observed birds mostly belong to common and frequently encountered species associated with agricultural lands. Prior to any denuding of trees appropriate inspections will be conducted by an entomologist. Greenery will be planted along route 764 (landscaping). Four variants were selected with variant 1 providing greater durability, a shorter period of implementation of the load bearing structure and better aesthetics. Similarly for both bridges the option 1 provided minimal supports to impede the flow of water in the Bren Stary and Vistula (Wisloka) Rivers. Composite (concrete and steel) structures have been selected.

The Natura 2000 areas in the closest vicinity are: the Sandomierz Primeval Forest (PLB 180005) a special protected area for birds, the Tarnobrzeg Vistula Valley (PLH180047) and the Wisloka Valley with tributaries (PLH180053) areas significant for the community. Taking into account the location, character, scope of the project and type of generated impacts, as well as application of solutions protecting the environment, it has been found that at the stage of implementation and operation the project will not have a significant impact on the environment.

On the basis of the performed calculations (promoters) it has been concluded that emissions of pollutants arising in the course of operation will not exceed the permissible concentrations of pollution of the atmospheric air outside the road area. Noise levels that in 10 years are expected to exceed the 60 and 55 dB for the day and night respectively have been attenuated with noise barriers and an SMA asphalt layer.

### Social Assessment, where applicable

Implementation of the project will necessitate demolition of 3 residential buildings, 7 farm buildings and one recreational building. Land payments are expected to be finalised by 2014. There are no illegal occupants.

### Public Consultation and Stakeholder Engagement, where required

Consultation was held in March 2010 and also in February 2011. The main concerns related to noise levels with some opposition to the screens.

### Other Environmental and Social Aspects

Environmental monitoring is required in respect of re-cultivation works, amphibians, relocating and animal monitoring (checking excavations in the morning during construction for trapped animals), protective fences, animal crossings (4 years), quality of storm water. A post implementation review is to be conducted one year into operations to check on noise levels, storm water quality and a general review on all areas with recommendations where necessary.