

*State Water Holding Polish Waters
Regional Water Management Board in Szczecin*

ENVIRONMENTAL MANAGEMENT PLAN

ODRA - VISTULA FLOOD MANAGEMENT PROJECT – 8524 PL

Environmental category B – according to the OP 4.01 WB

Component 1:

Flood Protection of the Middle and Lower Odra

Subcomponent 1B:

Flood Protection in the Middle and Lower Odra

Contract 1B.5/3:

*Reconstruction of bridge to ensure a minimum clearance (Railway bridge at
km 615.1 of the Odra River in Kostrzyn nad Odrą)*

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ODRA -VISTULA FLOOD MANAGEMENT PROJECT

co-financed by:

World Bank, Loan Agreement No. 8524 PL

The Council of Europe Development Bank, Framework Loan Agreement No. LD 1866

State Budget

Environmental Management Plan

Component: *1- Flood Protection of the Middle and Lower Odra*

Subcomponent: *1B- Flood Protection in the Middle and Lower Odra*

Contract: *1B.5/3 Reconstruction of bridge to ensure a minimum clearance
(Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)*

Project Implementing Unit:

State Water Holding Polish Waters

Regional Water Management Board in Szczecin

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Szczecin, September 2020

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List of basic definitions and abbreviations used in the EMP

Name	Description
IBRD / WB	International Bank for Reconstruction and Development / World Bank
PCU / PCU OVFMP	Project Coordination Unit / Coordination Unit for the Odra-Vistula Flood Management Project
WB	World Bank Procedure (<i>Bank Procedure</i>) ¹
Environmental decision / ED	Decision on environmental conditions
Epidemics	The occurrence of infections or infectious disease cases in a given area in a number clearly higher than previously, or the occurrence of infections or infectious diseases that have not occurred before.
ES	The Environmental and Social World Bank Policy - ES, concerning environmental and social issues (i.e. in the scope of the environmental protection, health and safety at work and of the community, gender equality, protection of juveniles, particularly vulnerable people (including the disabled), sexual harassment, sexual violence, awareness and prevention of HIV / AIDS).
ESMF	Environmental and Social Management Framework Plan (<i>Environmental and Social Management Framework</i>) for the OVFMP ²
Investor / Employer / PIU	State Water Holding Polish Waters in Warsaw represented by the Director of the Regional Water Management Board in Szczecin / Project Implementing Unit for the Odra - Vistula Flood Management Project
BSW	Body of surface water
BUW	Body of underground water
PIU	Project Implementation Office for the Odra - Vistula Flood Management Project at the State Water Holding Polish Waters Regional Water Management Board in Szczecin

¹ Operational Policies and Procedures of the World Bank are presented in the document The World Bank Operational Manual, available on the website: <https://policies.worldbank.org/sites/PPF3/Pages/Manuals/Operational%20Manual.aspx>.

² The document is available on the PCU OVFMP website http://odrapcu2019.odrapcu.pl/popdow_dokumenty/ and on the World Bank's website: <http://documents.worldbank.org/curated/en/717671468333613779/Poland-Odra-Vistula-Flood-Management-Project-environmental-and-social-management-framework>.

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Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)

Name	Description
Consultant / Engineer / Contract Engineer	A company or a legal entity providing technical support services for the State Water Holding Polish Waters Regional Water Management Board in Szczecin within the framework of the Odra - Vistula Flood Management Project.
Contract / Task	Contract / Task 1.B.5/3 Reconstruction of the bridge to ensure minimum clearance (Railway bridge in km 615.1 of the Odra River in Kostrzyn nad Odrą).
LSDP	Local Spatial Development Plan
OOŚ (Eng. EIA)	Environmental Impact Assessment
OP	World Bank's Operational Policy (<i>Operational Policy</i>) ¹
PAD	Project Appraisal Document (<i>Project Appraisal Document</i>) ² for the OVFMP
SWH PW	State Water Holding Polish Waters
ORBWMP	Odra River Basin Waters Management Plan (Regulation of the Council of Ministers of 18 October 2016 <i>on the Odra River Basin Waters Management Plan</i>)
HSP Plan	Health and Safety Protection Plan
SEM	State Environmental Monitoring
OP Infrastructure and Environment	Operational Programme Infrastructure and Environment
POM	Project Operations Manual (<i>Project Operations Manual</i>) ³ for the OVFMP
OVFMP Project	Odra - Vistula Flood Management Project
PTP	Protection Tasks Plan
EMP	Environmental Management Plan
RDOŚ (RDFEP)	Regional Directorate for Environmental Protection

¹ See footnote for BP (World Bank Procedure).

² The document is available on the website of the World Bank:
<http://documents.worldbank.org/curated/en/320251467986305800/Poland-Odra-Vistula-Flood-Management-Project>.

³ The document is available on the website of the PCU for the OVFMP:
http://odrapcu2019.odrapcu.pl/popdow_dokumenty/.

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Name	Description
SDF	Standard Data Form: The Standard Data Form (SDF) is a uniform template for describing a Natura 2000 area throughout the European Union. It is approved by the decision of the European Commission and compulsory for use in all Member States
Epidemics	A legal situation introduced in an area in connection with an outbreak of an epidemic in order to take measures laid down in the Act of 5 December 2008 <i>on preventing and combating infections and infectious diseases in humans</i> (consolidated text: Journal of Laws of 2019, item 1239, as amended), i.e. anti-epidemic and preventive measures to minimise the effects of the epidemic.
The state of epidemic risk	A legal situation introduced in an area in connection with the threat of an outbreak of an epidemic in order to take preventive measures laid down in the Act of 5 December 2008 <i>on preventing and combating infections and infectious diseases in humans</i> (Journal of Laws 2019, item 1239, as amended).
EU	European Union
EHS Guidelines	World Bank Guidelines on Environment, Health and Safety (The Environmental, Health, and Safety (EHS) Guidelines , General EHS Guidelines ¹).
VCM	Voivodship Conservator of Monuments
Contractor / Contractor for Task / Contractor for Part of Contract	Company or legal entity implementing the Contract 1.B.5/3 Reconstruction of the bridge to ensure minimum clearance (Railway bridge in km 615.1 of the Odra River in Kostrzyn nad Odrą).
Road Operator	An organisational unit executing the duty of managing public roads pursuant to the <i>Public Roads Act</i> or the duty of managing non-public roads.

¹ https://www.ifc.org/wps/wcm/connect/topics_ext_content/ifc_external_corporate_site/sustainability-at-ifc/policies-standards/ehs-guidelines

List of abbreviated names of legal acts used in EMP

The names of legal acts cited in this EMP are provided in a shortened version. The full names of various acts are given in the list below.

Name used in the text	Full name (including publication address)
Birds Directive/BD	Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (Journal of Laws EU L 288 of 06.11.2007).
Habitats Directive/HD	Directive 92/43/EEC of the Council of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (Journal of Laws EU L 206 of 22.07.1992, as amended)
Water Framework Directive (WFD)	Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (Journal of Laws L 327 of 22.12.2000, as amended).
EIA Regulation	The Regulation of the Council of Ministers of 10 September 2019 <i>on projects, which may significantly affect the environment</i> (Journal of Laws of 2019 item 1839).
Act on public roads	Act of 21 March 1985 on Public Roads (consolidated text: Journal of Laws of 2018, 2068, as amended)
Nature Conservation Act	Act of 16 April 2004 on Nature Conservation (consolidated text: Journal of Laws of 2020 item 55)
Waste Act	Act of 14 December 2012 on Waste (consolidated text: Journal of Laws of 2019, 701, as amended)
Construction Law Act	Act of 7 July 1994 Construction Law (consolidated text: Journal of Laws of 2019, 1186, as amended)
Environmental Protection Law Act	Act of 27 April 2001, Environment Protection Law (consolidated text: Journal of Laws of 2019, 1396, as amended)
Water Law Act	Act of 20 July 2017 Water Law (consolidated text: Journal of Laws of 2018, 2268, as amended)
Act on Protection of Monuments	Act of 23 July 2003 on Protection of Monuments (consolidated text: Journal of Laws of 2020 item 282)
Act on Railway Transport	Act of 28 March 2003 on Railway Transport (consolidated text: Journal of Laws of 2019, 710, as amended)

SUMMARY

This Environmental Management Plan is applicable to the Task **1B.5/3 Reconstruction of the bridge to ensure minimum clearance (Railway bridge in km 615.1 of the Odra River in Kostrzyn nad Odrą)**.

This EMP provides, inter alia, the following information:

- a brief description of the OVFMP Project and its Component 1, which includes the Task in question (Section 1.1 and 1.2);
- description of the Task being the subject of this EMP (Section 2);
- description of the institutional, legal and administrative conditions for the implementation of the Task, including the current status of the EIA procedures for the Task (Section 3);
- description of particular elements of the environment in the vicinity of the Task (Section 4);
- summary of the environmental impact assessment of the Task (Section 5);
- description of mitigation measures to eliminate or reduce the potential negative impact of the Project on the environment (Section 6), together with a tabular summary of these measures (Attachment 1);
- description of the environmental monitoring activities applicable to the Task (Section 7), together with a tabular summary of these activities (Attachment 2);
- description of the course of public consultations conducted at particular stages of preparation of the environmental documentation for the Task (Section 8);
- description of the organisational structure of the implementation of the EMP (Section 9);
- time schedule of implementation of the EMP and description of reporting procedures (Section 10);
- list of source materials cited in the EMP (Section 11);
- list of Attachments to the EMP (Section 12);
- copies of administrative decisions on environmental and nature protection issued for the Task (Attachment 4).

Task characteristics

The task concerns the reconstruction of the railway line No. 203 from km 341.480 to km 342.300 in connection with the reconstruction of the railway bridge on the Odra River in km 615.1 of the Odra River in Kostrzyn nad Odrą to ensure minimum clearance.

The Project Implementing Unit (PIU) for the Task is the State Water Holding Polish Waters on behalf of which the Regional Water Management Board in Szczecin acts.

Scope of the Task

The project will involve the reconstruction of an approx. 820 m section of the track system, due to the necessity to adapt it to the reconstructed railway bridge on the Odra River. It is a section of the railway line No. 203 from Tczew to Kostrzyn between the western bridgehead of the railway bridge on the Warta River and the eastern bridgehead of the designed railway border bridge over the Odra River. In this section, apart from the railway embankment, there are engineering structures: a bridge over Suchodół and a flyover over the Gorzyńska Street.

The task is directly related to the investment carried out by the manager of the German railway line No. 6078, as part of which there will be significant raising of the railway tracks on the planned border bridge at 615.1 km of the Odra River, which is the result of increasing the bridge clearance above 5.25 m for the purposes of ice breaking.

Institutional, legal and administrative conditions

The task, with regards to its characteristics, the expected potential environmental impacts and location in relation to protected areas, is carried out in accordance with the relevant national environmental protection regulations in this respect and relevant policies of the World Bank.

The task was included in the regulation of the Council of Ministers of October 18, 2016. *on the adoption of the Flood Risk Management Plan for the Odra River basin area* (strategic investment in item 18* in the water region of the Lower Oder and the West Sea) and was not indicated in Master Plan for the Odra river basin area and PGWdO as an investment that may threaten the achievement of environmental objectives for water bodies.

Status of administrative procedure for EIA

The Task is a project which may potentially significantly affect the environment as listed in the *Regulation of the Council of Ministers of 9 November 2010 on projects, which may significantly affect the environment* (Journal of Laws of 2016, item 71, as amended) in connection with §4 of the *Regulation of the Council of Ministers of September 10, 2019 concerning projects likely to have significant effects on the environment* (Journal of Laws 2019, item 1839)¹. Due to the above, the implementation of the project required obtaining a decision on environmental conditions. The competent authority to issue the above mentioned decision was the Regional Director for Environmental Protection, and in accordance with the local jurisdiction the Regional Director for Environmental Protection in Gorzów Wielkopolski. The application for the issue of environmental decision was submitted on 25.07.2019 and the decision on the environmental conditions was issued on 11.12.2019 in the decision, Reference No.: WZŚ.420.115.2019.AN, the Regional Director for Environmental Protection in Gorzów Wielkopolski stated that there is no need to carry out environmental impact assessment, under which proceedings involving the public participation are implemented. Copy of the decision is attached as the Attachment 4a to the EMP.

Condition of environment elements in the Task surrounding

As the result of works connected with identification of the natural and cultural values, it was stated that the area of the Task implementation and its surroundings are characterised, inter alia, by the following environmental conditions:

¹ During the proceedings, the Regulation of the Council of Ministers of November 9, 2010 was repealed by the Regulation of the Council of Ministers of September 10, 2019, however, pursuant to §4 of the repealing regulation, for proceedings initiated before the date of entry into force of the repealing regulation, the existing provisions applied.

- the Task implementation area is located within the boundaries of the Warta Body of Surface Water (BSW) catchment area from the Noteć River to the mouth of PLRW6000211899 and the Odra River BSW from the Nysa Łużycka River to the Warta River PLRW60002117999;
- three natural habitats protected under the Habitats Directive were found in the vicinity of the Task implementation area: 3150 oxbow lakes and natural eutrophic water bodies; 6430 mountain herb vegetation (*Adenostylion alliariae*) and riverside herb vegetation (*Convolvuletalia sepium*); 91E0 willow, poplar, alder and ash riparian forests (*Salicetum albo-fragilis*, *Populetum albae*, *Alnenion glutinoso-incanae*, alder carrs).
- the area of the Task implementation is within the boundaries of the nature protection forms: Natura 2000 Warta Mouth PLC080001, "Warta Mouth" Landscape Park
- the area of the task implementation is partly located in the area of the former Kostrzyn Fortress, entered in the register of monuments, and the bridge over the so-called Suchodół and the railway bridge on the Warta River are included in the Voivodship record of monuments (not entered into the register of monuments).

Summary of the Environmental Impact Assessment

Land surface and landscape

The task concerns the reconstruction of the existing infrastructure. The permanent occupation of the area of land therefore concerns the area already occupied for the building facilities under reconstruction (a section of the railway line together with engineering facilities). Temporary occupation of the area applies to the site and the construction site backup facilities. The area of land used for the construction site and the construction site backup facilities will be restored to its pre-construction condition. The project does not generate any significant impact on the ground surface.

As the result of the Task, no new elements in the landscape will be created. No significant changes in the landscape are therefore expected.

Climate

The implementation of the Task has no impact on the climate.

Atmospheric air

The emission of dust and gas pollutants will occur primarily at the stage of the Task implementation. At the operation stage, after the completion of the construction works, no significant changes in air emissions are expected to occur in comparison to the conditions before the bridge was reconstructed.

Surface water

As part of the Task, no works are planned to be carried out within the watercourses troughs (Odra or Warta). There are no plans to remove the riparian vegetation which constitutes a natural buffer capturing, e.g., suspension flow. Therefore, no significant impact on biological, hydromorphological (flow restriction, disruption of the bottom structure and of morphological continuity) and physicochemical elements of water bodies is expected.

Underground water

The implementation of the Task and then the operation of the reconstructed infrastructure will not result in the inflow of pollutants to the groundwater, thus it will not cause the deterioration of the chemical condition of the groundwater body. The Task will also not have a negative impact on the environmental objectives concerning the quantitative status of the groundwater.

Acoustic climate

During the implementation of the Task, the generated noise emissions will be of a local nature, limited to the area of executed works. There are no acoustically protected areas in the immediate vicinity of the investment, except for allotment gardens. The remaining protected areas are located at the distance of about 700 m. Technical and organisational measures to minimise the noise emission will be taken into account during the implementation.

Wildlife

The implementation of the Task of a relatively small scale will not have a significant negative impact on the identified bird species in the area of the bridge, among which common species, also inhabiting urban areas, predominate. The task implementation area is located in the surroundings of vast areas much more valuable for birds. The application of time constraints in the removal of trees should effectively minimise impacts to insignificant levels.

The planned project will be implemented entirely on land, outside the surface water. No interference is expected with the Odra or Warta bank zone or the numerous oxbow lakes located here. Therefore, no impact on the fish fauna or invertebrate aquatic fauna is expected.

The construction and operation of the new bridge is not expected to have a significant negative impact on other protected animal species identified in the bridge area.

The area of the Task implementation is located within the boundaries of the Natura 2000 area Warta Mouth PLC080001. In order to carry out an assessment of the impact on the Natura 2000 areas, an analysis of the project was made in terms of interference with the natural environment. As the result of the analyses carried out, **no significant impacts were found** on the conservation status of the objects of protection and the objectives of the objects of protection as well as on the integrity of the network of the Natura 2000 areas.

The task will be located within the "Warta Mouth" Landscape Park, the implementation of the project does not contradict the resolution of the Regional Parliament of the Lubuskie Voivodship, regulating the management within the "Warta Mouth" Landscape Park.

Cultural monuments and material goods

The area of the task is located in the former Kostrzyn Fortress, entered in the register of monuments, while the railway bridge over the so-called Suchodół (planned for reconstruction) and the railway bridge on the Warta River are included in the Voivodship record of monuments, not entered into the register of monuments. In the area of the Kostrzyn Fortress, earthy cultural layers are also subject to protection. The execution of earthworks in this area require carrying out an archaeological survey. Therefore, the execution of the works will be carried out in accordance with the permits and arrangements of the Voivodship Conservator of Monuments, with provision of archaeological supervision of the Contractor.

Human health and safety

The implementation of the Task does not generate significant risks to the human health and safety. They may occur in the event of accidents, catastrophes and other random events (e.g. pollution leakage, fire, finding unexploded ordnance and shells, flooding).

Mitigation and monitoring measures

In the Sections 6 and 7 and Attachments 1 and 2 to the EMP there is described and presented in the form of a tabular a set of mitigation and monitoring actions to eliminate or limit the negative impact of the Task on the environment and to ensure effective implementation of the conditions of the EMP. These actions include conditions set out in the administrative decisions issued in the field of environmental protection as well as additional conditions formulated at the stage of works on the EMP.

Public consultations

Section 8 of the EMP presents a report from the public consultations conducted within the procedures related to the environmental impact assessment of the planned Task, including:

- public consultation on the document entitled *Environmental and Social Management Framework Plan (ESMF)* for the OVFMP Project (2015);
- public consultations conducted at the stage of issuing environmental decisions (the Regional Director for Environmental Protection in Gorzów Wielkopolski issued a decision for the Task on environmental conditions without carrying out an environmental impact assessment, which ensures public participation in the proceedings);
- public consultations on this Environmental Management Plan (July / August 2020).

1. INTRODUCTION

This Environmental Management Plan (EMP) is applicable to the **Task 1B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)**, constituting a part of the Subcomponent 1B within the framework of the Odra - Vistula Flood Management Project (OVFMP) and implemented as the Contract: 1B.5/3.

1.1. Odra - Vistula Flood Management Project (OVFMP)

The objective of the Odra - Vistula Flood Management Project (OVFMP) is to increase the level of flood protection for the population living in the selected areas of the Odra and upper Vistula river basins and institutional strengthening of the government administration in terms of providing more effective protection against summer and winter floods and violent floods.

The project consists of five components (including three investment components and two institutional and organisational components):

Component 1 – Protection of the Middle and Lower Odra River, including:

Subcomponent 1A – Flood protection of areas in the Zachodniopomorskie voivodeship;

Subcomponent 1B – Protection of the Middle and Lower Odra;

Subcomponent 1C – Flood protection of the town of Słubice.

Component 2 – Flood Protection of the Nysa Kłodzka Valley, including:

Subcomponent 2A – Active protection;

Subcomponent 2B – Passive protection.

Component 3 – Flood Protection of the Upper Vistula, including:

Subcomponent 3A – Protection of Upper Vistula Towns and Cracow;

Subcomponent 3B – Protection of Sandomierz and Tarnobrzeg;

Subcomponent 3C – Passive and Active Protection in Raba Sub-basin;

Subcomponent 3D – Passive and Active Protection in San basin.

Component 4 – Institutional Strengthening and Enhanced Forecasting

Component 5 – Project Management and StudiesDetailed information and additional documents concerning the OVFMP Project are available on the website of the Project Coordination unit for the Odra - Vistula Flood Management Project (<http://odrapcu2019.odrapcu.pl/>) and on the World Bank website (<http://documents.worldbank.org/curated/en/docsearch/projects/P147460>).

1.2. FLOOD PROTECTION OF THE MIDDLE AND LOWER Odra RIVER (COMPONENT 1 OVFMP)

The Component 1 OVFMP named *Protection of the Middle and Lower Odra River* aims to protect against flooding by strengthening protection against summer and winter floods within the settlements located along the Odra River.

There are 3 Subcomponents implemented under the Component 1:

Subcomponent 1A - Flood Protection of the West Pomeranian Voivodship areas;

Subcomponent 1B – Protection of the Middle and Lower Odra;

Subcomponent 1C – Flood Protection of the town of Ślubice.

Subcomponent 1B consists of the following tasks:

- 1B.1/1 (a). Reconstruction of the Odra River control infrastructure - adjusting to the III class of waterway, on the section from the village of Ścinawa to the estuary of the Nysa Łużycka River – Stage II
- 1B.1/1 (b). Reconstruction of the road bridge in Krosno Odrzańskie with access road.
- 1B.2. Modernization works on boundary sections of Odra River, Stage I To provide Good Condition for Ice – breaking.
- 1B.3/1 Stage I – Mooring base for icebreakers
- 1B.3/2 Stage II – Stage II - The construction of docking-mooring infrastructure on Lower Odra River and on boundary sections of Odra River as well as new aids to navigation.
- 1B.4/1. Improving flood water-flow during winter from Dąbie Lake.
- 1B.4/2. Dredging of Klucz-Ustowo ditch.
- 1B.5/1. Reconstruction of bridge to ensure a minimum clearance - Railway bridge km 733,7 Regalica River in Szczecin.
- 1B.5/2. Reconstruction of bridge to ensure a minimum clearance - Road bridge km 2,45 Warta River, Kostrzyn n/Odra.
- 1B.5/3. Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą).
- 1B.6. Flood protection of Nowa Sol and Below Krosno Odrzańskie:
 - 1B.6/1. Nowa Sól Stages I and II,
 - 1B.6/2. Wężyska - Chlebowo.
- 1B.7. WFS Widawa – the rebuilding of the flood management system of the communes and municipalities Czernica, Długoleka, Wisznia Mała and Wrocław.
- 1B.8. Flood protection of the city of Krosno Odrzańskie.

2. TASK DESCRIPTION

The Task, which is the subject of the this EMP includes reconstruction of the railway line No. 203 from km 341.480 to km 342.300 together with demolition, construction, renovation, reconstruction and development of railway infrastructure and infrastructure colliding with the investment, implemented under the Odra - Vistula Flood Management Project "Task 1B.5/3 Reconstruction of the bridge to ensure minimum clearance (Railway bridge in km 615.1 of the Odra River in Kostrzyn nad Odrą)". The Project Implementing Unit (PIU) for the Task is the State Water Holding Polish Waters Regional Water Management Board in Szczecin.

The task is directly related to the investment carried out by the manager of the German railway line no. 6078 titled "Demolition of the existing bridges and construction of new bridges on the river Odra and its bypass channel along railway line no. 6078 (number of the railway line on the German side) and railway line no. 203 (number of the railway line on the Polish side)", which includes in particular the construction of an elevated border railway bridge at km 615.1 of the river Oder. Raising the garde line of the railway tracks on the planned border, which is the result of increasing the bridge clearance above 5.25 m, resulted in a need to adjust the height of track grade line at the point where it approaches the bridge in Poland.

The task was included in the regulation of the Council of Ministers of October 18, 2016 *on the adoption of the Flood Risk Management Plan for the Odra River basin area* (strategic investment in item 18* in the water region of the Lower Oder and the West Sea) and was not indicated in Master Plan for the Odra river basin area and PGWdO as an investment that may threaten the achievement of environmental objectives for water bodies.

2.1. TASK LOCATION

The project will include a section of the railway line No. 203 Tczew-Kostrzyn (State Border) in km 341.480 to 342.300, i.e. between the western bridgehead of the railway bridge on the Warta River and the eastern bridgehead of the designed railway border bridge over the Odra River. In this section, apart from the railway embankment, there are engineering structures: a bridge over Suchodół in km 341.872 and a flyover over the Gorzyńska Street in km 342.175.

The area of task implementation is located within the administrative limits of Kostrzyn nad Odrą. Kostrzyn nad Odrą is located in the Gorzów County, Lubuskie Voivodship.

The implementation of the Task will be carried out within a section of railway line section covered by the local zoning plan of the Old Town in Kostrzyn nad Odrą (Resolution No. X/96/03 of the Town Council in Kostrzyn nad Odra of July 10, 2003). This is the area marked with the symbol KK, where, in accordance with the plan cited above, it applies:

- 1) present use of the land intended for railway equipment,
- 2) maintaining the ordinate at least at the existing level.



Figure 1 Indicative location of the Task implementation area

The railway bridge at km 341,872 of the railway line No. 203 over Suchodoł.

The bridge is located at km 341,872 of the railway line No. 203 Tczew – Kostrzyn, section Kostrzyn (PL) – Kietz (DE), over the so-called Suchodoł, serving as a floodplain, in the vicinity of the Warta mouth to the Oder. The bridge is a solid, brick and concrete structure, curved in plan (circular arch). It is a five-span bridge, with arched, vaulted and brick spans, leading two tracks running in a horizontal arch. The location of the bridge is shown on the map in Annex 6 to the EMP.



Fig. 1 View of the fragment of the bridge over Suchodol at 341.872 km of railway line No. 203

The object appears in the Provincial Records of Monuments (not entered in the register of monuments) and the Municipal Records of Monuments, adjacent to the Fragment of the Kostrzyn Fortress entered in the register of monuments.

The railway viaduct at km 342.175 of the railway line No. 203 over Gorzyńska Street.

The object is located at km 342.175 of the railway line No. 203 Tczew – Kostrzyn, section Kostrzyn (PL) – Kietz (DE), above Gorzyńska Street in Kostrzyn nad Odrą, in the vicinity of the mouth of the Warta to Odra. The location of the viaduct is shown on the map in Annex 6 to the EMP.



Fig. 2 View of the viaduct over Gorzyńska Street at 342,175 of the railway line No. 203

2.2. TASK CHARACTERISTICS

2.2.1. INTRODUCTION – GENERAL SCOPE OF WORKS

Reconstruction of the border bridge in km 615 of the Odra River entails the need to adapt the infrastructure of the railway line No. 203 within the access to the bridge in question on the Odra River. The scope of works includes the section of the railway line No. 203 from the bridge on the Odra River to the bridge on the Warta River - about 820 m of the railway line.

Currently the traffic of all passenger and freight trains in the discussed section of the line No. 203 takes place on the track No. 1, while the track No. 2 is out of service.

In connection with the need to raise border bridge on the river Oder (investment carried out by the German side) in order to achieve a clearance corresponding to the navigability class 5a, in order to improve the icebreaking action, it is therefore necessary to raise the track gradeline railway line No. 203 from the current one by about 1.5 m above the navigable span.

The railway line No. 203 in the section subject to reconstruction is a non-electrified line. The area enabling future installation of contact line poles will be provided for in the project.

As a part of the reconstruction, it is planned to raise the gradeline of the tracks No. 1 and 2 to the same level. The horizontal geometry of the tracks will only change within the area of the bridgehead on the Odra River, so it was necessary to use transition curves in order to join the geometrical system designed by the German side.

As a part of the works, it is planned to dismantle the existing tracks and then to build a superstructure of the railway embankment. After the condition of the previously disassembled elements has been assessed in terms of their suitability for further use, they are allowed to be reinstalled with new elements added. After the track superstructure has been built up, the tracks will be tamped to the designed gradeline.

The technology of the works provides for the complete closure of the reconstructed section for train traffic, with the exception of the railway rolling stock used for construction works.

Access to the construction site is available using the existing internal road system. The Contractor will maintain the roads in a proper condition, and, if necessary, make reinforcements and necessary repairs to maintain traffic. Additionally, it is assumed that the footprint of the existing railway line will be used for carrying out works within the railway track.

As part of the Task, no works are planned to be carried out within the watercourses troughs (Odra or Warta). From the south-west side they will be carried out at a distance of about 100 m from the Odra riverbed (i.e. from the side of the bridge, covered by the investment implemented by the German side for the purpose of a corresponding – increased – clearance under the bridge), while from the north-east side the construction site will be located at a distance of about 10 m from the bank of the river Warta (on the railway embankment from the Warta railway bridge). The bridges described below within the rebuilt railway line (railway viaduct over Gorzyńska Street and the railway bridge over the so-called Suchodoł) will not be above watercourses.

Scope of works:

- reconstruction of the internal road - the Gorzyńska Street to the extent required by the construction of a new viaduct,
- construction of drainage elements,
- repositioning and securing the existing cables built into the railway subgrade outside the surface works area,
- dismantling of the existing track superstructure,
- extension and grading of railway embankment slopes,
- laying the geotextile on the width of the railway subgrade,
- building up a new track superstructure,
- building up transition rails behind the bridge on the Odra River,
- installation of cables and SRK (train traffic steering control) equipment,
- tamping and adjustment of tracks with broken stone refilling and slope grading,
- reconstruction of the railway bridge in km 341.872 of the railway line No. 203 over the so-called Suchodół, in order to adapt it to the designed gradeline and current regulations,
- demolition of the existing one and construction of a new railway viaduct in km 342.175 of the railway line No. 203 over the Gorzyńska Street, with adaptation to the designed gradeline.

The location of the basic elements of the Task is presented on the map in Annex 6 to the EMP.

2.2.2.DETAILED SCOPE OF WORKS

Reconstruction of the railway bridge at km 341.872 of the railway line No. 203 over the so-called Suchodół.

Selected features of the rebuilt bridge:

- function of the object: collision-free rail traffic over the so-called Suchodół in Kostrzyn nad Odrą,
- a reconstruction of the existing facility is foreseen by adaptation to the new track system,
- the project involves the use of existing supports and existing brick vaults,
- a reconstruction of the structure is planned, including strengthening of existing brick vaults by making a reinforced concrete jacket, not anchored with vaults, with formed vertical walls strengthening the existing front walls and forming in the upper part of the facility a ballast channel for pipe bedding,
- monolithic brackets for service pavements with cable channels developed for the front walls,

Description of works

The technology of the object reconstruction adopted in the calculations:

- uniform dismantling of equipment elements and vaulting along the entire length of the object,

Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)

- concreting of reinforced concrete jacket on the surface of the vaults without temporary supports,
- completing cavity vault restorations of spans No. 4 and No. 5 using temporary supports.

The Contractor's acceptance of a different technology will require its inclusion in the structural analysis of the structure.

The surface of the dirt road under the object will remain unchanged.

The scope of demolition works will be subject to verification after unveiling elements unavailable at the stage of the design documentation. Re-use of demolition materials is not expected.

Geometric parameters of the designed bridge:

- static diagram five-span arched bridge
- theoretical bay spans $l_t = 14,010 + 14,010 + 14,010 + 13,120 + 13,110$ m
- width in the light under the spans $l_0 = 5 \times 13.500$ m
- height in the light under the spans 4.890 m – 3.340

Demolition of the existing railway viaduct and construction of a new one at 342.175 km of railway line no. 203 over Gorzyńska Street

Selected features of the rebuilt viaduct

- function of the object: collision-free rail traffic over Gorzyńska Street in Kostrzyn nad Odrą,
- demolition of the existing and construction of a new viaduct, adapted to the new track system, is planned,
- single-span load-bearing structure, in the form of a reinforced concrete, monolithic frame, open pit, with ballast channel for pipe bedding limited by front walls on the outer edges of the supporting structure.

Description of works

The technology of the object construction used in the calculations involves making the frame bolt on full scaffolding. The Contractor's acceptance of a different technology will require its inclusion in the structural analysis of the structure.

The construction of a new viaduct requires the complete demolition of the existing object together with a fragment of the concrete slab from track side 2, support 1 and the existing retaining wall adjacent to it.

Re-use of demolition materials is not expected.

Geometric parameters of the designed viaduct:

- static diagram frame structure, open bottom
- theoretical spread $l_t = 11.20$ m
- width in the light under the span $l_0 = 10.20$ m
- height in the light under the span $h_0 = 3.700$ m
- height in the light under the span $h_0 = 4.700$ m (after the prospective lowering of the road grade below the object)

Reconstruction of the road system

The Task Area is partly covered by a local spatial development plan – Resolution No. X/96/03 of the Town Council in Kostrzyn nad Odrą of July 10, 2003 regarding the adoption of a local spatial development plan for the area of the Old Town in Kostrzyn nad Odrą. A local plan applies to the location of the internal road and the designed elements are in accordance with its provisions.

According to the local spatial development plan, in the vicinity of the Task Area there are no designated housing areas or leisure areas. However, in fact in these areas there are allotments, which existence was referred to in the local spatial development plan: - existing allotments may be maintained until they are moved to replacement areas.

The road infrastructure has been designed so to adapt it to the solutions used at the new railway viaduct. The designed internal road over a distance of about 43 m will have a single-carriageway cross section with a one-sided transverse slope of 3%. The road will have an aggregate surface and a width of 3.50 m. The road will be equipped with 0.75 m wide two-sided dirt roads.

The longitudinal profile of the internal road has been designed with minimum and maximum permissible longitudinal inclinations, which range from 0.30% to 2.69%. The concave vertical arches used are $R = 300\text{m}$, while the convex vertical arc is $R = 500\text{m}$.

Road drainage will be implemented through appropriate longitudinal and transverse slopes of the road, and the rainwater receiver will be drainage included in the planned rainwater drainage system.

The situational-altitude system allows future expansion of the road to a width of 5.5 m along with an increase in the gauge under the facility to 4.5 m.

Storm water drainage system

Water drainage from the reconstructed section of the road (economic crossing), bridge structure and viaduct was designed by building a storm water drainage system. The route of the designed channels was adapted to the planned land development and existing and planned utilities. The implementation of the Task will have little impact on the degree of surface sealing and will not increase the amount of water drained from hardened surfaces.

As part of the drainage of the designed track-road system, the discharge of storm water receivers was designed:

- soil through absorbent wells,
- the bed of the Odra river.

A rainwater collector was designed to drain rainwater from the drainage of the rebuilt economic passage and viaduct at km 342.172 of the railway line and absorbent wells receiving water from the rebuilt bridge at km 341.872.

Gravity sewage system is designed for diameters DN200-DN300:

- DN300 L gravity channel with a length of approx. 110 m,
- DN200 L gravity channel with a length of approx. 80 m.

The planned drainage system will be located below surface, with maintenance hole covers, drain covers, and outlet points visible above the ground. They will be adjusted to fit in well with the existing and planned transport system and greenery.

Other infrastructure

As part of the Task, teletechnical and energy networks of up to 1 km length are envisaged.

Information on tree and bush clearing

It is expected that due to the need to raise the elevation of the track and rebuild the railway embankment and meet the requirements for railway traffic safety, it will be necessary to remove trees and shrubs from the slopes and the foot of the embankment. For the planned removal of trees and shrubs, a dendrological inventory was performed, which covered 639 trees (including 47 dead and dying) and 9276 m² of shrubs and groups of shrubs, as well as undergrowth groups in a strip about 50 m wide on both sides of the railway line. The scope of the necessary felling will be kept to a minimum while maintaining the requirements of ensuring railway traffic safety.

The manner of handling wood should be agreed with the Employer and Engineer as well as the owner of the area. The Contractor's wood from felling will be taken over by the Contractor, and the settlement for its takeover will be in accordance with Regulation No. 2/2019 of the President of the State Water Management Polish Waters of 04/03/2019 and Regulation No. 15/2020 of the President of the State Water Management Polish Waters of 10 May 2019 on the amendment of the ordinance of 04/03/2019 regarding the instructions on how to manage the wood raw material obtained from areas owned by the State Treasury in relation to which the State Water Management Company exercises ownership rights.

Wood from felling in other areas covered by the Design Documentation remains the property and at the discretion of individual owners of the land where felling took place.

The Contractor is obliged to segregate the harvested wood properly and hand it over to individual owners.

Information about earthworks

The task will be implemented entirely on land except for surface waters. No interference is expected in the riverbed or coastal zone of Odra or Warta, nor in oxbow lakes and water reservoirs between the Odra and Warta. Engineering facilities (bridge over the so-called Suchodoł and viaduct over Gorzyńska Street), which are subject to reconstruction, do not constitute crossing over waters.

Estimated amounts of earth masses:

- Embankment – approx. 6000 m³
- Excavation – approx. 5000 m³

For the needs of the Task, it is planned to deliver variable masses / aggregates from the aggregate mine from a distance of up to approx. 50 km.

Schedule of works implementation under the Task:

- Commencement of works – March 2021
- Completion of works – December 2022.

Environmental Management Plan

Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)

The general schedule for the implementation of the Task takes into account the limitations resulting from EP and EMP. These restrictions will also be included in the Contractor's detailed schedule.

Note: The above characteristics of the Task are for illustrative purposes only and do not replace the design documentation for the Task. All works should be carried out in accordance with the Technical Specifications for the Execution and Acceptance of Works, applicable to particular industries.

3. INSTITUTIONAL, LEGAL AND ADMINISTRATIVE CONDITIONS

3.1. INSTITUTIONS INVOLVED IN THE IMPLEMENTATION OF THE TASK

The Investor for the Task is the State Water Holding Polish Waters in Warsaw represented by the Director of the Regional Water Management Board in Szczecin, acting on behalf and for the benefit of the State Treasury. For the ongoing coordination of the Project implementing by the PIU, an organisational unit, the Project Coordination Unit for the Odra – Vistula Flood Management Project, has been established. Additionally, the implementation of the Task may require the involvement of public administration bodies in the scope of decisions on environmental conditions, decisions issued on the basis of the Nature Conservation Act or waste management arrangements.

3.2. ACTS OF NATIONAL LAW IN FORCE IN THE FIELD OF THE ENVIRONMENT

In accordance with the national regulations contained in the EIA Regulation, the reconstruction of the section of the railway line together with the technical infrastructure (bridge, viaduct) constitutes a project, which may potentially significantly affect the environment. In connection with the above qualification, the implementation of the project requires obtaining decisions on environmental conditions.

According to the Polish law, the investment process in the scope of the environmental protection is regulated by several acts and regulations. A list of selected basic legal acts related to the above mentioned thematic scope and in force during the period of works on the EMP is presented in Attachment 3 to the EMP. The number and content of legal acts specified therein may change, along with changes in national environmental protection regulations. In any case, the Contractor shall be obliged to comply with all current legal regulations in force in Poland during the term of the Contract.

3.3. EIA PROCEDURE IN POLAND

The description of the environmental impact assessment procedure applicable in the Polish legislation is included in the *Environmental and Social Management Framework Plan (ESMF)*, published, inter alia, on the websites of the Project Coordination Unit for the Odra - Vistula Flood Management Project¹ and the World Bank².

¹ On the website: http://odrapcu2019.odrapcu.pl/popdow_dokumenty/.

² On the website: <http://documents.worldbank.org/curated/en/717671468333613779/Poland-Odra-Vistula-Flood-Management-Project-environmental-and-social-management-framework>.

3.4. WORLD BANK GUIDELINES

This Task is co-financed by the World Bank, and the conditions for its implementation in the field of environmental protection are consistent with the Operational Policies and the Bank Procedures in the field of environmental protection, including, inter alia, the policies and procedures of *OP/BP 4.01* (concerning environmental impact assessment), *OP/BP 4.04* (concerning natural habitats) and *OP/BP 4.11* (concerning cultural resources). Source texts of the above mentioned policies and procedures can be found in the document *The World Bank Operational Manual*¹, and their descriptions are presented, inter alia, in the *Environmental and Social Management Framework Plan (ESMF)*.

3.5. CURRENT STATUS OF THE EIA PROCEDURE FOR THE TASK 1B.5/3

For this Task, in accordance with the requirements of the national legislation, a decision on the environmental conditions for the implementation of the project was obtained (environmental decision).

In accordance with the classification included in the *EIA Regulation*, the execution of the Task was included in the group II, i.e. projects, which may potentially significantly affect the environment, for which an environmental impact assessment may be required before the decision on environmental conditions is issued.

In the course of the proceedings to issue a decision on environmental conditions, the Regional Director for Environmental Protection in Gorzów Wielkopolski, taking into account the opinion of the State District Sanitary Inspector in Gorzów Wielkopolski and the Minister of Maritime Economy and Inland Navigation, ruled that it is not necessary to carry out an environmental impact assessment. The detailed justification of the reasons used by the body departing from the need to carry out an environmental impact assessment were presented in the justification of an environmental permit (see Annex 4a to the EMP). In connection with the above, as part of the procedure ended with issuing an environmental permit, no public consultations of the document were carried out (in accordance with the procedure provided for in national legislation). Consultations will be carried out for the draft Environmental Management Plan for Contract 1B.5/3. During the consultations, all interested persons and entities will have the opportunity to comment and submit comments on the content of the document.

The procedure for issuing a decision on environmental conditions has been concluded with the decision of the Regional Director for Environmental Protection in Gorzów Wielkopolski dated 11.12.2019 (Reference No.: WZŚ.420.115.2019.AN) stating that there is no need to carry out an environmental impact assessment with the participation of the public. The Regional Director for Environmental Protection in Gorzów Wlkp. informed the public about the decision and the possibility of its content becoming known to the public by the announcement of 11 December 2019, Reference No. WZŚ.420.115.2019.AN. The conditions

¹ On the website: <https://policies.worldbank.org/sites/PPF3/Pages/Manuals/Operational%20Manual.aspx>.

of the environmental permit are binding for the Investor and the Contractor and are included in this EMP in Annex 1 to the EMP (mitigation measures) and Annex 2 to the EMP (monitoring activities). The EMP is also supplemented by provisions resulting in particular from 1) World Bank policies (including EHS guidelines and anti-discrimination practices); 2) reporting principles in the implementation of EMP; 3) good building practices; 4) occupational safety and health requirements. In addition, provisions have been introduced aimed at eliminating extraordinary threats to human health (e.g. supervision and sappers' reconnaissance) and life and protecting cultural goods (in particular, conduct in the event of discovery of monuments, conditions of providing a team of expert archaeologists).

Irrespective of the above, the Contractor is obliged to obtain all further administrative decisions and permits necessary at the stage of work execution, if such need arises during the Task execution.

3.6. GRIEVANCE REDRESS MECHANISMS

All project affected persons (PAPs) will have access to adequate and accessible grievance redress mechanisms. Everyone has the right to file a complaint or motion. Filing complaints or motions is not subject to fees. Furthermore, in accordance with the regulations, the person filing a complaint or request may not be exposed to any damage or allegation on account of such submission.

More information on Grievance redress mechanisms employed for projects co-financed from World Bank funds can be found in the Odra-Vistula Flood Management Project Operations Manual (POM) available on the website of the Project Coordination Unit at http://odrapcu2019.odrapcu.pl/doc/POM_ENG.pdf.

4. DESCRIPTION OF ENVIRONMENTAL ELEMENTS IN THE TASK AREA

4.1. LAND SURFACE AND LANDSCAPE

The task will be carried out within the town limits of Kostrzyn nad Odrą in the Old Town district. The direct area of the Task implementation includes a fragment of the railway line No. 203 between the western bridgehead of the railway bridge on the Warta River and the eastern bridgehead of the designed railway border bridge over the Odra River.

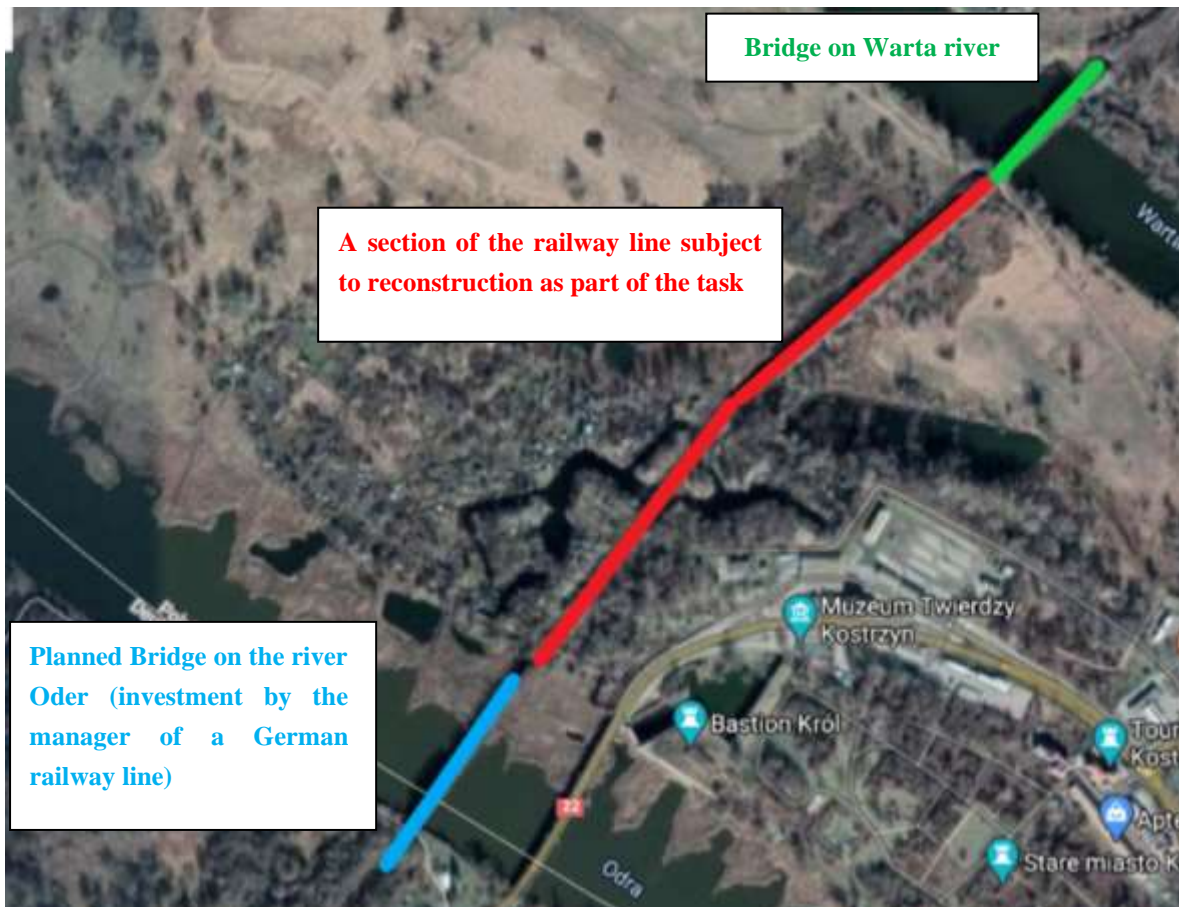


Figure 2 Location Tasks relative to railway bridges on Odra and Warta river

In the section of the railway line, apart from the railway embankment, there are engineering structures: a bridge over the so-called Suchodół in km 341.872 and a flyover over the Gorzyńska Street in km 342.175, which are not above the watercourses. In the vicinity of the railway bridge the Warta River is 110-120 m wide, while the Odra River is 250-260 m wide. Between the rivers, in the area where the Task is located, there are allotment gardens, an embankment of the railway line (included in the scope of the Task), fragments of the walls of the Kostrzyn Fortress, artificial water reservoirs (former moats of the Kostrzyn Fortress outside the Task implementation area), as well as communities of natural and seminatural vegetation, such as willow trees and bushes, rushes, unused meadows.

4.2. CLIMATE

The town of Kostrzyn nad Odrą is located in a maritime climate region. The climate according to the Köppen-Geiger classification is referred to as Cfb (oceanic climate). The climate of the region is mild, moderately warm. The area in question is dominated by westerly and north-westerly winds. Kostrzyn nad Odrą is located in the so-called western circulation zone. The parallel arrangement of orographic units, the flat-bottomed ice-marginal valley exposed from the west, create convenient conditions for the inflow of air masses from the west. The mean annual precipitation is 532 mm¹.

4.3. SANITARY CONDITION OF THE AIR

In the Lubuskie zone, to which the town of Kostrzyn nad Odrą belongs, on the basis of surveys conducted by the Voivodship Inspectorate of Environmental Protection in Zielona Góra², the occurrence of exceedances of selected levels were found. i.e. the criteria specified in the legal regulations for particular atmospheric pollutants, in particular: the level of permissible concentrations of PM10 particulate matter, determined for the protection of human health and the level of target concentrations of benzo(a)pyrene contained in PM10 dust, determined for the protection of human health.

According to the quoted reports of the Voivodship Inspectorate of Environmental Protection, the main reason for the exceedance of benzo(a)pyrene contained in PM10 dust in the area of the Lubuskie Voivodship is the so-called low emission, originating from the municipal and commercial sector and related to individual heating of buildings with the use of fossil fuels, mainly coal. The emission of the traffic origin is also an important source. In the case of dusty pollutants, there is a clear seasonal variation in the concentrations of air pollutants. In the case of dust pollution, the occurrence of exceedances of normative levels takes place mainly in the autumn and winter period.

For the remaining parameters, all three zones of the voivodship were classified as A.

Below are the results of the SEM in 2018 in terms of parameters that decide to include the Lubuska zone in class C.

¹ <https://pl.climate-data.org/europa/polska/lubusz-voivodeship/kostrzyn-nad-odra-29785/> (access 27.05.2020)

² The annual assessment of the air quality in the Lubuskie Voivodship based on the survey of the 2016 immissions, Voivodship Inspectorate of Environmental Protection in Zielona Góra, 2017; Annual assessment of the air quality in the Lubuskie Voivodship based on the survey of the 2017 immissions, Voivodship Inspectorate of Environmental Protection in Zielona Góra, 2018; Annual assessment of the air quality in the Lubuskie Voivodship. Annual assessment for 2018, Voivodship Inspectorate of Environmental Protection in Zielona Góra, April 2019.

Benzo(a)pyrene concentrations**Table 1** Statistical parameters calculated on the basis of a series of benzo(a)pyrene concentration results for the purposes of health protection assessment in Lubuskie agglomeration measuring stations.

Name of the station	Average annual value of Sa [ng / m ³]	Standardized target level [ng / m ³]	
		Zone A	Zone C
Sulęcín Dudka Street	9	≤ 1	> 1
Wschowa Kazimierza Wielkiego Street	10	≤ 1	> 1
Żary Szymanowskiego 8 Street	6	≤ 1	> 1

Sa – annual average concentration

Source: Annual assessment of air quality in Lubuskie Voivodship, voivodship report for 2018

24-hour PM10 dust concentrations**Table 2** Statistical parameters calculated on the basis of a series of PM10 concentration measurement results for the purposes of assessment in terms of human health protection (the number of days with exceedances in parentheses is given before applying the deduction of the share of natural PM10 emission sources)

Name of the station	Average annual value of Sa [µg / m ³] (permissible value for class A <40 µg / m ³)	Multiplicity of 24-hour concentrations S24 > 50 µg / m ³	Criterion for class A (not more than 35 of 24-hour concentrations S24 > 50 µg / m ³)	Criterion for class C (more than 35 of 24-hour concentrations S24 > 50 µg / m ³)
Sulęcín Dudka Street	28	27	≤ 35	> 35
Wschowa Kazimierza Wielkiego Street	34	60	≤ 35	> 35
Żary Szymanowskiego 8 Street	29	37 (38)	≤ 35	> 35

Sa – annual average concentration

S24 – daily average concentration

Source: Annual assessment of air quality in Lubuskie Voivodship, voivodship report for 2018

In connection with the inclusion of the Lubuskie zone into class C, due to the recorded exceedances of the permissible concentration of PM10 and concentrations of benzo(a)pyrene contained in PM10 dust, in the current air protection program for the Lubuskie zone¹ a program of short-term activities up to 2027 was concluded, the implementation of which will reduce the emission of PM10 and particulate matter, including benzo(a)pyrene and heavy metals. The activities relate in particular to the elimination of high-emission low-efficiency sources using solid fuels (coal-fired furnaces and boiler rooms), expansion of municipal heating networks, increasing the use of ecological sources (low-emission and zero-emission) and reducing the demand for thermal energy through thermal insulation of buildings. Regular cleaning of the road surface by road managers was indicated as the main activity aimed at reducing transport emissions, especially after winter and rainless periods. The actions specified in the action plan do not affect the conditions for the implementation and operation of the Task.

4.4. SOIL AND LAND

Against the background of the main tectonic units of Europe, Kostrzyn and Odrą is located within the Paleozoic platform covered by thick sedimentary rocks. This area is located within the structural unit of the so-called Szczecin-Łódź-Miechowska basin.

Most of the town is situated on river terraces built of sorted river sands of different granulation. Below them gravels and stones can be found locally. These areas have a homogeneous geological structure. The Toruńsko-Eberswaldzka ice-marginal valley is built of Holocene formations - silty clay, fine to medium and coarse-grained sands and organic mud and peat.

The area of the Task implementation is the area of the anthropogenically transformed existing railway line. In urbanised areas, there are anthropogenic soils. These soils are significantly transformed, where the original system of genetic levels has been destroyed and the soil-forming processes are usually at an early stage and depend on the type of materials deposited (Systematics of Polish Soils, 2011).

4.5. SURFACE WATER

The Task in question is located within the boundaries of the two JCWP drainage basins: Odra from Nysa Łużycka to Warta PLRW60002117999 and Warta from Noteć to the mouth of PLRW6000211899. However, as part of the Task, no works are planned to be carried out within the watercourses troughs (Odra or Warta). From the south-west side they will be

¹ Resolution No. XLII/626/18 of the Lubuskie Voivodship Assembly of February 26, 2018 on determining the Updating of the air protection program for the Lubuskie zone due to exceeding the permissible value of PM10 suspended dust and the target values of benzo(a)pyrene and arsenic contained therein (Journal of Laws Of Lubuskie Province of 2018, item 506);

conducted at a distance of about 100 m from the river Odra, while from the north-east side the construction site will be located at a distance of about 10 m from the bank of the river Warta. There are no plans to remove the riparian vegetation which constitutes a natural buffer capturing, e.g., suspension flow. During the operation of the project, rainwater will be discharged into the environment in an organized manner, and will ultimately be transported via a drainpipe to the ground on wastelands in the floodplain outside the riverbed of the river Odra.

The table below presents the basic physicochemical parameters of Odra and Warta rivers in Kostrzyn nad Odrą according to the results of the state environmental monitoring.

The assessment of the condition of rivers located in the area of Kostrzyn nad Odrą was carried out on the basis of data from the years 2014-2016 and presented in the document *Information on the condition of the environment in Kostrzyn nad Odrą against the results of control and monitoring surveys carried out in 2017* (Voivodship Inspectorate of Environmental Protection in Zielona Góra, April 2018).

The table below presents the classification and assessment of the state of the JCWP on the basis of the results of the state monitoring of the environment (SEM) of Warta and Odra at control and measurement points (ppk) in Kostrzyn nad Odrą in the scope of biological and hydromorphological elements as well as selected physical elements (including oxygen conditions in waters, nutrient content).

Table 3 Selected quality parameters of Odra and Warta with their corresponding quality classes on the basis of the results of the state monitoring of the environment (SEM) of Warta and Odra at control and measurement points (ppk) in Kostrzyn nad Odrą

Indicators	2017		2018
	Code and name of the ppk		Code and name of the ppk
	PL02S0401_0661 Odra – Kostrzyn	PL02S0401_0682 Warta – Kostrzyn	PL02S0401_0661 Odra – Kostrzyn
General suspension	16.0 (class I)	18 (class I)	16.75 (class I)
Dissolved oxygen	11.3 (class I)	10 (class I)	11.1 (class I)
BZT ₅	3.1 (class II)	3.4 (class II)	3.4 (class II)
Total nitrogen	2.8 (class I)	3.2 (class I)	2.62 (class I)
Total phosphorus	0.14 (class I)	0.14 (class I)	0.14 (class I)

class I – water of very good quality, class II – water of good quality

Source: SEM data "APP 1_Classification and assessment of the status of river water bodies 2018_lubuskie voivodeship" – table and "Classification-and-assessment-status-of-the-status-of-river-water-bodies-2017-WIOŚ(Provincial Inspectorate for Environmental Protection)-Zielona-Góra" – table

4.6. UNDERGROUND WATER

According to the hydrogeological division of Poland (A. Jaworski, 1986), the town of Kostrzyn nad Odrą is situated within the Szczecin region, in the Kostrzyn Valley subregion. The main aquifer occurs in the Quaternary formations, at the depth of several to 80 m below the ground level. The output reaches the value of 30-90 m³/h. The usable level also occurs in the Tertiary formations, at depths exceeding 100 m below the ground level, with the potential output values ranging from several up to 50 m³/h. In the upland area, which closes the Warta valley from the southern side, the main usable aquifers occur in the Quaternary and Tertiary formations.

The area of the town of Kostrzyn nad Odrą is located outside the Main Underground Water Reservoir.

According to the division of Poland into 172 BUWs, the town of Kostrzyn nad Odrą is located within 3 BUWs; 23, 33 and 40. The area of the Task implementation is located within the boundaries of BUWs No. 33 and 40. The quantitative condition of the BUW 33 with the code of PLGW600033 was defined as good and the chemical condition as weak. Therefore, the overall assessment of the BUW indicates its weak condition. The BUW in question is at risk of not meeting environmental objectives, mainly due to anthropogenic factors. Concentrations of sulphates, ions of manganese, calcium and iron were exceeded, and the analysis of the values of these indicators from the previous years showed their successive increase.

Both the quantitative as well as the chemical condition of the BUW 40 with the code of PLGW600040 has been determined as good. This BUW is not at risk of failure to meet the environmental objectives.

Current monitoring data on groundwater quality in 2017 and 2018 are available for JCWPd No. 33 and are presented in the table below. In these years, JCWPd No. 40 was not tested.

Table 4 Status of groundwater bodies PLGW600033 according to data from the state environmental monitoring

Point no.	Indicators in class*	Final class**	Commentary on the quality class change
2017			
1181	Class II: temp, SO ₄ , HCO ₃ , Mn, Ca Class III: Fe, O ₂	II	Fe come from geogenic, O ₂ measurement in differential environmental conditions
1475	Class II: Fe, temp, HCO ₃ , Mn, Ca	II	
2018			
1181	Class II: SO ₄ , temp, HCO ₃ , Mn, Ca Class III: K, Fe, O ₂	III	
1475	Class II: Fe, temp, HCO ₃ , Mn, O ₂ , Ca	II	

Source: Monitoring of groundwater quality in the Lubuskie voivodeship. Research year 2017, WIOŚ (Provincial Inspectorate for Environmental Protection) Zielona Góra, 2018 and Assessment of groundwater quality in the Pomeranian Voivodeship in 2018 (Table – results of analyzes – average values), <http://www.zgora.pios.gov.pl/category/monitoring/wody-podziemne>

* parameters in class other than I are given

** Class I – very good quality water, Class II - good quality water, Class III of satisfactory quality water, Class IV – unsatisfactory quality of water, Class V – poor quality of water.

In the vicinity of the Task implementation area (approx. 60 m from the railway line) at Graniczna Street is a municipal water intake. Water from Quaternary seams is taken from three wells.

4.7. ACOUSTIC CLIMATE

The main source of noise in the area of the Task implementation is the noise related to the operation of railway line 203. An additional minor source of noise is the port and the siding of the neighbouring company KTM Sp. z o.o., which distributes steel products.

The surroundings of the Task implementation area (the railway line in question) are greenery, partly used for allotments. There is no residential development in the immediate vicinity of the Task implementation area. The closest, approximately 700 m to the east – there are residential and commercial areas.

4.8. NATURE

4.8.1. FORMS OF NATURE PROTECTION

The investment is located within the limits of the forms of nature protection, included in the Act of 16 April 2004 on Nature Conservation:

- Natura 2000 area PLC080001 - the "Warta Mouth" - having a common border between the special protection area for birds and the area of Community importance,
- "Warta Mouth" Landscape Park.

The Task implementation area is located over 800 m from the borders of the Warta Mouth National Park, which is located within the boundaries of the Natura 2000 area PLC080001 – Warta Mouth.

The location of the Task implementation area in relation to the borders of protected areas is shown in the maps in Annexes 5a and 5b.

The "Warta Mouth" Landscape Park was established in 1997. The Landscape Park covers the area of 19496 ha and is one of the most valuable areas of the country in terms of the bird fauna. It was established to protect the "Słońsk" nature reserve, it covers the floodplains of the Warta River in its lower course, xerothermic slopes of the Odra Valley as well as many valuable cultural monuments. The park is located just at the Polish-German border and includes the municipalities of: Słońsk, Witnica, Kostrzyn nad Odrą, Boleszkowice and Górzycza.

The Natura 2000 area of the Warta Mouth PLC080001. which also includes the area of the Warta River Mouth National Park with its buffer strip and the Warta Mouth Landscape Park, is linked to the ecosystem of the Warta River valley in its lower course and with the Odra River valley, into which the Warta River flows. The main natural habitats are those dependent on fluvio-genic feed. The area is partly covered by the Ramsar Convention. Within the boundaries of the Natura 2000 area, 11 habitat types listed in the Annex I of the Habitats Directive were indicated.

The natural conditions of these areas are conditioned by the bird fauna that exists there. There are at least 35 bird species in the area from the Annex I of the Council Directive 79/409/EEC, including 5 species from the Polish Red Book (PRB).

The biocenotic diversity of the Natura 2000 area is also formed by other species directly or indirectly related to the aquatic environment, including: European bullhead, spined loach, weatherfish, European bitterling, northern whitefin gudgeon, asp, European river and stream lampreys, European fire-bellied toad, green snaketail, large copper, large white-faced darter, Eurasian otter.

4.8.2. PLANT COVER AND FAUNA IN THE AREA OF THE TASK IMPLEMENTATION AND IMPACT

For the purpose of this Task, an inventory of the project area and its neighbourhood was made. The aim of the inventory was to determine the places of occurrence and resources of natural environment components constituting the environmental conditions for the implementation of the Task for legal reasons and nature protection objectives (preservation of natural landscape elements - valuable, endangered and rare, specific and typical). The inventories were carried out during the 2019 growing season, from April to July. The survey was carried out along the section of the railway line No. 203 planned for reconstruction in a strip about 300 m wide (150 m on each side from the axis of the railway track), covering the total area of about 45 ha.

The results of the nature inventory are presented in the Attachment 7 to the EMP.

Natural habitats and protected plant species

One species under strict protection has been found in the inventory area: *Floating fern (Salvinia natans)*. There were also 3 species listed in the Regulation of the Minister of Environment of 9 September 2011 *on the list of plants and animals of foreign species which, if released into the environment, may threaten the native species or natural habitats* - wild cucumber (*Echinocystis lobata*) (the most common in the area of survey), tree of heaven (*Ailanthus altissima*), Asian knotweed (*Reynoutria japonica*).

No presence of fungi and bryophytes included in the list of the Regulation of the Minister of Environment of 9 October 2014 *on the species protection of fungi* was found in the area of the survey. The area of the inventory does not constitute a significant habitat for fungi development.

In the area of the inventory, i.e. the area of approximately 45 ha at the distance of about 150 m on both sides of the railway line, three habitat types from the Annex I of the Habitats Directive were found:

- 3150 oxbow lakes and natural eutrophic water reservoirs with groups of *Nymphaion, Potamion*. In the area under inventory, 3150 habitats were found in the form of 5 patches of oxbow lakes, which together cover there the area of approximately 1.3 ha.
- 6430 mountain herb vegetation (*Adenostyilion alliariae*) and riverside herb vegetation (*Convolvuletalia sepium*). The occurrence of a habitat patch was found along the right bank of the Warta River on the stretch of about 60 m.
- 91E0* willow, poplar, alder and ash riparian forests (*Salicetum albo-fragilis, Populetum albae, Alnenion glutinoso-incanae*, alder carrs). In total, in the inventory site, the habitat 91E0* (two fragments of willow riparian forests) occupies the area of approximately 0.75 ha.

The above mentioned sites and natural habitats, as well as the sites of *salvinia natans (Salvinia natans)* was found outside the Task implementation area, habitat 91E0* willow, poplar, alder and ash riparian forests are located near the border of the Task implementation

area. The location of inventoried natural habitats and sites of protected floating fern (*Salvinia natans*) is presented in the Attachment 7 to the EMP.

Protected animal species

Methodology for fauna inventory - general assumptions

Individual groups of animals differ in biology, territoriality, daily and seasonal activity. In addition, within the divisions, the species differ significantly in their habitat and feeding requirements and in their role in the trophic network, therefore research methods should take this into account and, if necessary, several methods should be used to obtain a complete picture of the fauna of the site under investigation. In case of each area of analysis, the selection of the set of methods and their possible modifications shall be left to an expert decision, which aims at the best possible recognition of the condition of the population of animals to be protected.

The purpose of the survey was:

- a) establishing the sites of occurrence of species, in particular those under national legal protection, specifying the species from the Annexes II, IV, V of the Habitats Directive 92/43/EC and the Birds Directive 2009/147/EC and those, which are rare and threatened at the national, regional, local and regional level;
- b) determining the species composition and functions, which a given area performs for particular species (whether, for example, it is a place of breeding, wintering, etc.);
- c) determination of seasonal migration routes.

The location of the animal species recorded during the inventory is presented in Annex 7 to the EMP.

Invertebrates

In the inventory area, 4 partially protected species were found - the Roman snail (*Helix pomatia*), the red wood ant (*Formica stern*), the common carder bee (*Bombus pascuorum*) and the buff-tailed bumblebee (*Bombus terrestris*).

The Roman snail appears on many shady and wet sites, especially within the area of the Odra old river bed. In the area of the Task implementation, two buff-tailed bumblebee nests at the base of the railway embankment and two common carder bee nests in rotten tree trunks were found. The red ants' anthill is found outside the Task implementation area (on the opposite side of the Warta river). None of these species are rare in the country or region and are not threatened with extinction. In accordance with the International Union for Conservation of Nature (IUCN) classification, the above species have LC (least concern) hazard categories, except for red ants (*Formica stern*) that has the NT threat category (close to threat)¹.

¹ <https://www.iucnredlist.org/> (Categories of threats according to IUCN: LC – least concern, NT – close threats, VU – exposed, EN – endangered, CR – critically endangered)

Herpetofauna

In the course of field surveys, five partially protected species were found. Amphibians: common toad (*Bufo bufo*), black-headed frog (*Pelophylax ridibundus*), the grass frog (*Rana temporaria*), water frog (*Pelophylax esculentus*), green frogs (*Rana esculenta complex*); reptiles: sand lizard (*Lacerta agilis*).

Areas of reproduction and development of amphibians are outside the Task implementation area, primarily in reservoirs and canals located within the Odra oxbow lake. Within the sites, from a dozen to about 40–50 representatives of protected amphibians were observed.

Sand lizard stands are associated mainly with dry and sunny places in the area of the railway embankment.

On the course of the observations made and after analysing the available source materials, it was found that railway line No. 203 does not cross significant migration routes of amphibians and reptiles (observations relate to the spring season).

According to the International Union for Conservation of Nature (IUCN) classification, the above species have LC (least concern) hazard categories.

Mammalian fauna

In the inventoried area, the presence of 8 protected species was found: European beaver (*Castor fiber*), European mole (*Talpa europaea*), velvet shrew (*Myodes glareolus*), otter (*Lutra lutra*) and 4 species of bats.

Protected species were recorded outside the Task implementation area. In particular, numerous traces of the European beaver's existence in the form of fresh and older bites and slides were noted primarily near water reservoirs in the Oder oxbow lake area but also on both banks of the Warta. Traces of the presence of the otter were observed on the west bank of the Warta.

In relation to bats, their feeding on both the Oder and Warta as well as the water reservoirs was confirmed. However, within the studied area, no hiding places or breeding colonies were found, but given the appropriate habitats (old trees), they may occasionally occur here.

The inventory area is also penetrated by huntable species, i.e. wild boar and roe deer. Two foxes were inventoried, including one at the railway embankment.

According to the International Union for Conservation of Nature (IUCN) classification, the above species have LC (least concern) hazard categories, except otters (*Lutra lutra*) that has the NT threat category (close to threat)¹

¹ <https://www.iucnredlist.org/> (Categories of threats according to IUCN: LC – least concern, NT – close threats, VU – exposed, EN – endangered, CR – critically endangered)

Bird fauna

In the area in question, the presence of 41 bird species has been recorded. The results of the inventory indicate that the area is not particularly important in terms of use by valuable bird species (endangered species, species listed in Annex I to the Birds Directive). However, it is important for the occurrence of small songbirds above all. Numerous tree stands and bushes, including shrubs and fruit trees, create favorable conditions for the existence of birds commonly inhabiting various types of trees, also near human settlements (so-called synanthropic species) – e.g. chaffinch (*Fringilla coelebs*), blackbird (*Turdus merula*), stove (*Phylloscopus trochilus*), primrose (*Phylloscopus collybita*), Great tit (*Parus major*), blue tit (*Cyanistes caeruleus*), Goldfinch (*Carduelis carduelis*), hood (*Sylvia atricapilla*).

Tree stands directly surrounding the railway line also inhabit species such as starling (*Sturnus vulgaris*), blue tit (*Cyanistes caeruleus*), great spotted woodpecker (*Dendrocopos major*), magpie (*Pica pica*), mealy (*Passer montanus*), stove (*Phylloscopus trochilus*), robin (*Erithacus rubecula*).

Reed and willow thickets occurring on the Odra river bank and near some water reservoirs are attractive for species such as reed (*Acrocephalus arundinaceus*), reed, (*Acrocephalus scirpaceus*), sea buckthorn (*Acrocephalus schoenobaenus*), shake (*Emberiza schoeniclus*), bed (*Acrocephalus palustris*), warp (*Sylvia communis*).

The Odra and Warta waters are feeding grounds for aquatic species such as river tern (*Sterna hirundo*), black-headed gull (*Chroicocephalus ridibundus*), goldeneye (*Bucephala clangula*) or gray heron (*Ardea cinerea*). Gray heron and goldeneye also feed on the reservoirs in the Odra oxbow lake. In addition, kingfisher (*Alcedo atthis*) and foraging for a high-pitched wader (*Actitis hypoleucos*).

According to the data provided by the Regional Director for Environmental Protection in Gorzów (on-site inspection), there are no protection zones in the buffer of 500 m from the railway line axis, designated for nesting protected bird species. Nevertheless, within the unused and overgrown open areas on the west bank of the Warta river, three red-backed caterpillars were inventoried (*Lanius collurio*).

In accordance with the International Union for Conservation of Nature (IUCN) classification, the above species have LC (least concern) hazard categories, except for the kingfisher (*Alcedo atthis*), which in Europe has the VU threat category (exposed)¹.

4.9. CULTURAL LANDSCAPE AND OBJECTS OF CULTURAL HERITAGE

According to the information provided by the Lubuskie Voivodship Conservator of Monuments in Zielona Góra, the Branch in Gorzów Wlkp. (letter dated 17.06.2019, Reference No.: RZD-G.5135.86.2019) the planned project will be carried out on the territory of the former Royal Eastern Railway, established in 1857. In the course of the railway line

¹ <https://www.iucnredlist.org/> (Categories of threats according to IUCN: LC – least concern, NT – close threats, VU – exposed, EN – endangered, CR – critically endangered)

No. 203 Tczew-Kostrzyn nad Odrą, in the section from the bridge on the Warta River in km 341.375 to the border bridge on the Odra River in km 342.289, there are the following monuments:

- A fragment of the Kostrzyn Fortress entered into the register of monuments by the decision of 18.12.1963 under the number 639 and by the decision of 2.11.1976 under the number KOK-I81/76, in the area of the Kostrzyn Fortress the earthy cultural layers are also protected;
- The railway bridge over the so-called "Suchodół" from 1926 (plot No. 61, precinct 0006 Old Town) entered in the Voivodship record of monuments, not entered into the register of monuments;
- The railway bridge on the Warta River from 1857 (plot No. 2/1, precinct 0006 Old Town:) included in the Voivodship record of monuments, not entered into the register of monuments.

The above mentioned letter of the Lubuskie Voivodship Conservator of Monuments in Zielona Góra constitutes Attachment No. 8 to the EMP.

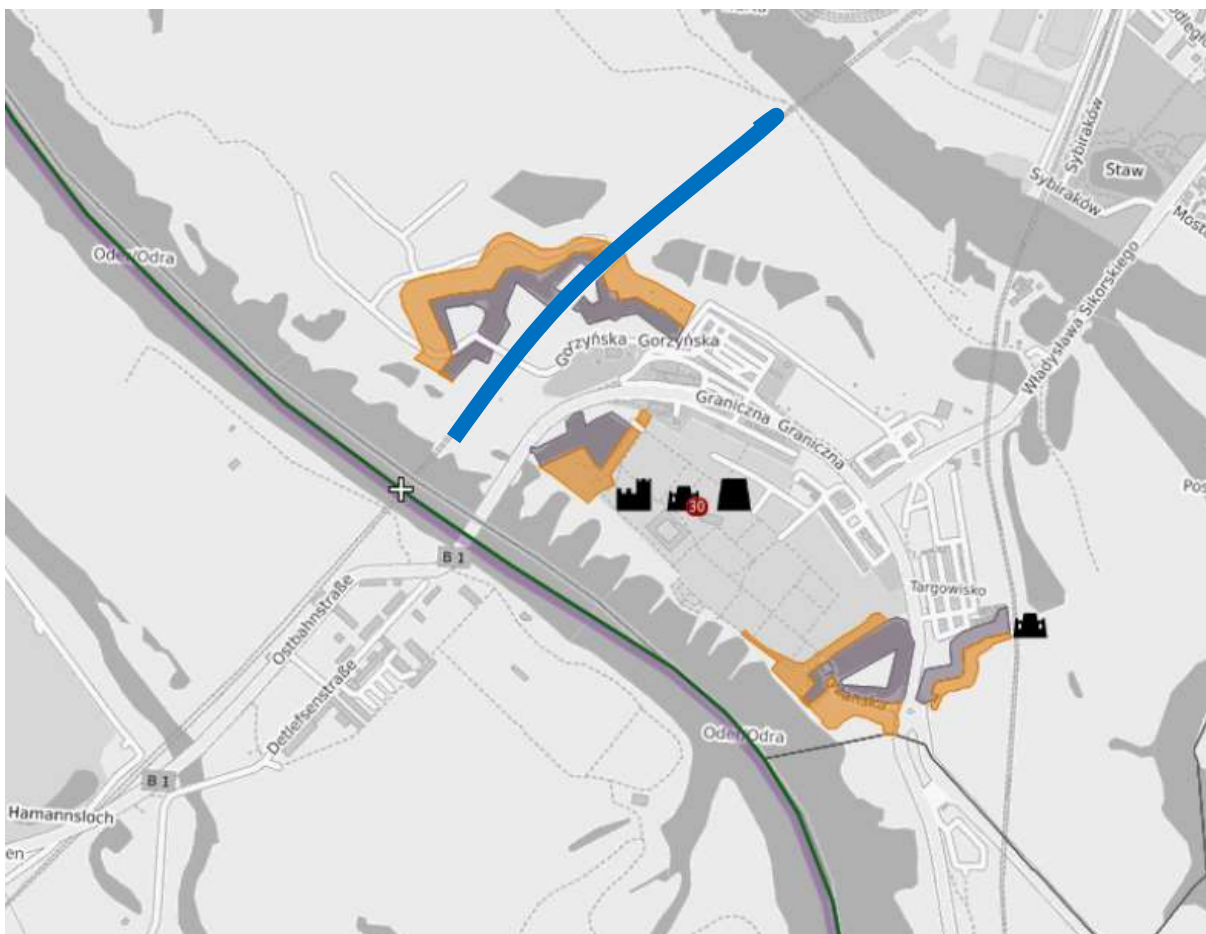


Figure 3 Location of the Task against the background of facilities and areas of the Kostrzyn Fortress

Source: Own study based on data of the National Heritage Institute (<https://mapy.zabytek.gov.pl/nid/>).

4.10. POPULATION

The nearest housing areas are located approximately 700 m to the of the Task implementation area. According to the local spatial development plan, in the vicinity of the Task Area there are no designated housing areas or leisure areas. However, in fact in these areas there are allotments, which existence was referred to in the local spatial development plan: - existing allotments may be maintained until they are moved to replacement areas.

approx. 200 m from the Task implementation area - in the area of the border crossing infrastructure - there are buildings related to the temporary stay of people, the Municipal Office, the Kostrzyn Fortress Museum.

5. SUMMARY OF THE ENVIRONMENTAL IMPACT ASSESSMENT

5.1. LAND SURFACE AND LANDSCAPE

The Task will be carried out within the areas transformed anthropogenically and concerns the reconstruction of the existing facilities. The use of standard mitigation measures at the stage of construction works and organisation of the construction site backup facilities will allow to avoid the formation of significant impacts.

At the operation stage, as the objects do not change their location in the layout, no major changes in the ground surface are expected. On the other hand, the changes in the landscape will be minimal, because the anticipated scope of the reconstruction of the bridge at the km 341.872 assumes the replacement of the ballast trough with the maintenance of the system of brick, vaulted spans, while the shape of the new viaduct at km 342.175 will be visually similar to the existing one.

5.2. CLIMATE

Planned Task has no significant impact on greenhouse gas emissions. The line is not electrified, therefore it is associated with the emission of gases into the atmosphere, however, no change in the intensity of trains in this section is expected, i.e. the emissions will remain at the current level. The task has been designed in accordance with the applicable regulations, which take into account extreme environmental phenomena related to climate change (this is regulated by the relevant regulations on the design, construction, and operation of bridge structures).

5.3. SANITARY CONDITION OF AIR

The main sources of pollution emitted into the atmosphere during the implementation of the investment will be various types of construction machinery, including earth-moving machines (excavator-dozers), track machines, specialised vehicles delivering and pumping concrete, equipment for assembly of load-bearing elements of the structure (crane), as well as means of transport delivering construction materials to the site. The following will be emitted into the air:

- dusts as the result of removing the top layer of soil, widening the embankments, digging the excavations, carrying out the demolition works;
- gaseous substances as the result of burning fuels in machines working during construction (NO₂, SO₂, CO);
- gaseous substances and dusts associated with the loading, transport and unloading of vehicles working on the construction site - the possibility of dust emissions when transporting bulk materials.

Negative impacts at the implementation stage will be limited by the use of technically operational machines and equipment carrying out the works, proper organisation of works and technological processes (in particular the implementation of dust reduction measures).

The nature of the impacts of the investment in question on the climate and air quality will be local, short term, discontinuous, of relatively low intensity, occurring only at the construction stage.

5.4. SOILS AND EARTH

No significant impact of the Task implementation on soil and land is expected due to the majority of works being carried out within the existing railway embankment. When conducting construction works and operating the back-up facilities, it is necessary to apply the principles and good practices of conducting construction works that minimize the risk of soil and land pollution, and to implement measures to protect the fertile soil layer (collecting, protecting humus and using it to restore the fertile soil layer).

At the operational stage, no significant impacts on the soil cover are expected. Such impacts may occur only if it is necessary to modernize or to temporarily repair the track system and as part of its maintenance.

5.5. SURFACE WATER

At the stage of the project implementation, no work is planned to be carried out within the beds of watercourses (Odra or Warta). From the south-western side, they will be carried out at the distance of approx. 100 m from the Odra riverbed, while from the north-eastern side, the construction site will be located at the distance of approx. 10 m from the Warta riverbed. The construction site backup facilities will be located at the distance of min. 50 m from the watercourses and reservoirs. No removal of riverside vegetation, which is a natural buffer for intercepting e.g. suspension run-off, is planned. Therefore, no significant impact on biological, hydromorphological (flow limitation, disturbance of the bottom structure and morphological continuity) and physical-chemical elements of water bodies is expected.

The task does not belong to the investments, which require obtaining a water law assessment in accordance with the Regulation of the Minister of Maritime Economy and Inland Navigation 1 of 27 August 2019 *on types of investments and activities, which require obtaining a water law assessment*.

At the boundary of the register plot No. 61 and No. 1 (precinct 0006), a stormwater drainage outlet is planned in the designed slope next to the bridgehead of the border bridge being reconstructed. No interference is planned directly into the riverbed and the bank zone. An outlet into the wasteland on the floodplain is planned, and not directly into flowing waters. Therefore, the works planned to be carried out will not be significant on the BSW scale.

Within the framework of the planned works it will be necessary to carry out works by means of machinery and mechanical equipment, which will cause the risk of water pollution with oil-derivative substances in case of fuel or operating fluids leakage. These risks will be eliminated through the application of basic principles and good practices of construction works.

5.6. UNDERGROUND WATER

The implementation of the Task and then the operation of the reconstructed railway infrastructure will not result in the inflow of pollutants to groundwater, thus it will not cause the deterioration of the chemical condition of the groundwater body. The Task will also not have a negative impact on the environmental objectives concerning the quantitative status of the groundwater. The planned demolition works on the foundations will not generate emissions to the soil and the groundwater. The execution of these works in the shielding of sheet piling walls is to prevent the inflow of groundwater into the excavation.

As a part of the planned works, it will be necessary to carry out the works using machines and mechanical equipment, which will result in the risk of contamination of soil and groundwater with oil-derivative substances in the case of fuel or operating fluids leakage. These risks will be eliminated through the application of basic principles and good practices of construction works.

In the vicinity of the railway line section planned for reconstruction, there is a direct protection area for the municipal ground water intake located at Graniczna Street in Kostrzyn nad Odrą, established by the decision of the Head of the Gorzów District of 26 February 2014, ref. no.: BŚ-OŚ.6320.2.2013. In accordance with the above document, it is forbidden to use land for purposes not related to the extraction of water in the area of direct protection of the intake (which is properly marked and fenced). The planned works will be carried out in an area currently occupied by the railway line of a strip of land. Therefore, the planned project will not violate the provisions of the decision of the Head of the Gorzów District.

5.7. ACOUSTIC CLIMATE

During the execution of works, the site of works will be exposed to adverse acoustic phenomena. Noise and vibrations will possibly be generated by the machinery and equipment operating on the site and the means of transport. As heavy building equipment is required, we also expect noise and vibrations emission during the earthworks and road works. The range of noise will depend on the phase of works, the number of machines working simultaneously and their type, and the operating hours. The described impacts will refer to green areas adjacent to the Task implementation area, within which allotments are located. The nearest residential buildings (residential and service buildings) are located at a distance of about 700 m, and buildings related to the temporary stay of people (City Hall, Kostrzyn Fortress Museum, border crossing infrastructure) about 200 m. It should be emphasized that noise emission, like exhaust emissions, it will be local, short-lived and will only occur on the front of the works/section of works and will cease immediately after completion of the works. It is estimated that the acoustic nuisance in the implementation phase, despite the temporary high intensity, will not cause significant nuisance to the environment and deterioration of people's living conditions, due to the temporary nature of the works. In particular, there will be no negative impacts within the housing development.

Noise emissions associated with the operation of the rebuilt system will be related to traffic on the section of railway concerned. The Task implementation will not affect the deterioration of the acoustic condition. A reduction of the impact intensity can be expected because the reconstruction of the track according to new technologies used today (e.g. contactless tracks) will reduce noise and vibration emissions to the environment.

5.8. NATURE

5.8.1. IMPACT ON PLANTS, ANIMALS, FUNGI

Vascular plants

In the area covered by the nature inventory, 5 fragments of patches of oxbow lakes were identified (habitat 3150 oxbow lakes and natural eutrophic water reservoirs with communities of *Nymphaion*, *Potamion*), two fragments of willow riparian forests (habitat 91E0* willow, poplar, alder and ash riparian forests) and a patch of riverside herb vegetation (habitat 6430 mountain and riverside herb vegetation). **None of the patches of protected natural habitats will be disturbed by the implementation of the Task.** The closest to the planned construction works is a patch of a willow riparian forest, located in the central part of the railway line section being reconstructed. The tree covers of this habitat are located about 20 meters from the viaduct over Suchodół, which is planned to be reconstructed, so a fence will be used to protect the habitat against unintentional damage.

The planned construction works will mainly include communities characteristic of areas transformed by human. It is expected that due to the need to raise the ordinate of the line of the track and to reconstruct the railway embankment it will be necessary to remove trees and shrubs from the slopes and the foot of the embankment. For the purposes of the planned removal of trees and shrubs, a dendrological inventory was made, which included 639 trees (including 47 dead and dying ones) and 9276 m² of shrubs and groups of shrubs and groups of undergrowth in a lane about 50 m wide on both sides of the railway. The removal of trees and shrubs at a distance of not less than 15 m from the extreme axis of the railway track results from the need to ensure railway traffic safety and meet the requirements of the Railway Transport Act of 28 March 2003. The scope of felling will be kept to the necessary minimum while maintaining the requirements for railway traffic safety.

Removal of trees from the direct vicinity of the railway line will not be important for the natural values of these areas, as there are many trees in the vicinity surrounding water reservoirs and tree covers in allotment gardens, which create convenient habitats for many species. Felling of trees and shrubs does not apply to areas of protected natural habitats. The Regional Director for Environmental Protection in Gorzów Wlkp., conducting the proceedings on issuing an environmental permit, stated that there would be no reduction of biodiversity requiring the need for replacement plantings.

Fauna

The planned project will be implemented entirely on land, outside the surface water. No interference is expected with the Odra or Warta bank zone or the numerous oxbow lakes located here. Therefore, no impact on the fish fauna or invertebrate aquatic fauna is expected.

Due to the fact that during the implementation of the project no interference with the surrounding water reservoirs and their bank zones is expected, the risks to herpetofauna habitats are low. The Task implementation will not cause the deterioration of the animal migration conditions, especially since during the herpetological inventory no local migration routes for this group of animals were identified.

Temporary and permanent occupation of the land and removal of trees is associated with a negative impact on the bird fauna. These impacts may cause temporary loss of bird habitats. Noise from the machinery in operation will have the widest range and may result in the area around the construction site not being used by birds, either as a breeding site or as a feeding ground. The trees directly surrounding the railway line are inhabited by species such as the common starling (*Sturnus vulgaris*), the Eurasian blue tit (*Cyanistes caeruleus*), the great spotted woodpecker (*Dendrocopos major*), the Eurasian magpie (*Pica pica*), the Eurasian tree sparrow (*Passer montanus*), the willow warbler (*Phylloscopus trochilus*), the European robin (*Erithacus rubecula*). The temporary and of small area nature, this impact will not cause a permanent negative effect; after completion of the works the areas along the railway line will be inhabited again by animals.

Within the scope of the task, occurrence of the otter (*Lutra lutra*) and the beaver (*Castor fiber*) has been found and scaring off the representatives of these species may take place during the construction stage. Both of these species lead secretive lifestyles associated with surface water banks, and the main time of their activity is the night. Due to the low local impact, execution of works during the daytime and the fact that the works are not carried out directly at the river banks, no significant negative impact on these mammalian species was found.

The trees planned for removal can be used as a shelter for bats in the summer. However, no significant impact on the possibilities of sheltering of bats has been found.

The predicted impacts during the operation stage of the railway line will be similar in the range as in the current condition. A reduction in the intensity of impacts on the fauna can be expected, as reconstruction of the tracks according to new, modern technologies (e.g. contactless tracks) will reduce the emission of noise and vibrations to the environment.

5.8.2. IMPACT ON NATURE CONSERVATION FORMS AND NATURAL HABITATS

Warta Mouth Landscape Park

The implementation of the Task is connected with the occupation of the area (approximately 3 ha) within the "Warta Mouth" Landscape Park (LP). However, the site occupation concerns a small part of the LP area (less than 0.01% of its area) and includes anthropogenically transformed area. The Task consists in the reconstruction of a fragment of the existing railway line together with the infrastructure and does not require any changes to its course. However, the changes in the landscape will be minimal, because the anticipated scope of the reconstruction of the bridge in km 341.872 assumes the replacement of the ballast trough with leaving the system of brick, vaulted spans, while the shape of the new viaduct in km 342.175 will be visually similar to the existing one. The analysis of possible impacts of the Task implementation allows to state that it will not affect negatively the specific objectives of the Park's protection, which are: protection of natural values; protection of historical and cultural values, including, inter alia, the Fortress in Kostrzyn nad Odrą; the landscape values, including, inter alia, the Odra and the Warta riverside landscapes with viewing openings to the bends and meanderings with their diversified banks (in accordance with the Resolution No. XLIII/647/18 of the Regional Parliament of the Lubuskie Voivodship of 26 March 2018

on the "Warta Mouth" Landscape Park (Official Journal of the Lubuskie Voivodship of 2018, item 828).

The Task implementation carried out within the railway line section covered by the arrangements of the local spatial development plan for the area of the Old Town in Kostrzyn nad Odrą (Resolution No. X/96/03 of the Town Council of Kostrzyn nad Odrą dated 10 July 2003) does not violate the prohibitions in force in the area of the "Warta Mouth" Landscape Park as defined in the above resolution.

Natura 2000 Area "Warta Mouth" PLC080001

The area of the Task implementation is entirely located within the boundaries of the Natura 2000 area, the Warta Mouth PLC080001. The area of the planned Task amounting to approx. 3 ha constitutes 0.015% of the total area of the sanctuary. Outside the construction period, no new impacts are expected to occur that would not have occurred until now. The railway line is a local migration barrier, it causes noise from trains running on the line 203. Within the Natura 2000 Warta Mouth area is the Warta Mouth National Park, whose western border runs over 800 m from the Task implementation area

- **As a result of the Task implementation, there will be no reduction in the area of protected natural habitats** – the implementation of the Task will take place outside the identified for Natura 2000 area with patches of protected natural habitats;
- **As a result of the Task implementation, there will be no disturbance in the functioning of populations of key species** – as the result of the implementation of the Task no new objects in the landscape and natural structure will be created.
- **As a result of the Task implementation, there will be no fragmentation of habitats or species population** – the implementation of the Task will not interfere with the identified patches of natural habitats; the reconstruction of the railway line will be carried out in the track of the existing railway embankment.
- **As a result of the Task implementation, there will be no reduction of species density** – no increase in impacts that could cause a decrease in the number of amphibians is expected, in particular no increased penetration of the areas surrounding the railway line and no increased railway traffic.
- **The implementation of the Task will not cause a change in the key indicators of conservation value** – the operation of the railway line after the reconstruction will not be a source of new emissions to water or air.

As no risk of impact on the objects of protection in the Warta River Mouth Natura 2000 area PLC080001 and the Warta Mouth National Park located therein was identified, in particular impacts of significant nature, there was no need to design measures to mitigate significant impacts. In order to avoid interference with the habitat patches of 91E0 willow riparian forests, a construction site fence will be used in the area of the railway bridge over the so-called Suchodół. This measure will protect the above mentioned habitat from unintentional destruction. Moreover, in order to protect potential bird fauna breeding habitats, the removal of trees and shrubs will be carried out between 16 October and 1 March.

There are no nature reserves or protected landscape areas within the range of potential impact of the implementation and operation of the Task. There is a lack of ecological land, documentation stands and nature and landscape complexes.

Ecological corridors

The reconstruction of the railway line will be carried out in the zone of a wide ecological corridor of the national and international importance: i.e. at the junction of corridors: Warta Estuary Marshes GKPn - 22 and Nadodrzańskie Forests GKPn – 28A (<http://mapa.korytarze.pl/>), which are a part of the north-south axis migration route. The planned reconstruction of the railway line 203 will not change the conditions of the animal movement. The possibility of moving along the banks of the Odra and Warta rivers will be maintained, as well as the engineering facilities will be preserved along the railway line over the Gorzyńska Street and over the so-called Suchodół.

5.9. CULTURAL LANDSCAPE AND OBJECTS OF CULTURAL HERITAGE

The Task implementation area covers a fragment of the former Kostrzyn Fortress, therefore the construction works planned in this area require the permission of the Provincial Heritage Conservation Officer (PHCO) before undertaking them. Part of the railway infrastructure, in particular the railway bridge over the so-called Suchodoł from 1926 is included in the voivodship list of monuments (not entered in the register of monuments). Work on these facilities must be agreed with PHCO.

Ensuring archaeological supervision and carrying out works in accordance with the permit and arrangements of PHCO and taking into account the general provisions of the Act on the protection of monuments, should ensure effective protection of monuments.

5.10. POPULATION

During the implementation of the Task, the emission of pollutants into the air and emission of noise will be local, limited to the area of conducted works. Works related to the reconstruction of the railway line will be carried out outside residential areas. Thus, work performed on the existing railway line will not pose a threat to human health.

As part of the Task implementation, no activities related to significant emission of vibrations into the environment are planned outside the direct place of work. Therefore, no vibrations threatening residential buildings and public infrastructure facilities are expected during the works.

Impacts on material goods after the completion of the Task will be typical for the operation of a railway route.

5.11. EXTRAORDINARY RISKS (CRISIS AND EMERGENCY SITUATIONS)

The implementation of the planned Task entails the possibility of the following crisis or emergency situations, which may cause extraordinary risks to the environment at the construction stage:

- Uncontrolled emissions (leakage) of oil-derivative products,
- Finding of unexploded shells or ordnance,
- Fire or explosion of flammable substances,
- Sudden water freshet, flooding,
- Occurrence of the state of epidemic risk or epidemics.

The risk of occurrence of such threats will be minimised by applying appropriate procedures by the Contractor and providing appropriate personnel.

5.12. CUMULATIVE AND CROSS-BORDER IMPACTS

As a part of the procedure for issuing the decision on environmental conditions, the competent authorities decided on the possibility of accumulation of impacts of the Task with other projects, as well as the possibility of occurrence of cross-border impacts.

In accordance with the provisions of the justification for an environmental permit (Annex 4a to the EMP) the possibility of accumulation of impacts may refer to the implementation period in case of occurrence of other investments in the area of the Task, in particular within the Warta and Odra riverbed, implemented in the same or similar period.

In the area of the Task implementation, there are planned works concerning, inter alia, modernisation of the border Oder (reconstruction of groynes), demolition and construction of a road bridge within the national road No. 31 and construction of a new crossing within the national road No. 22 and above all the construction of the ring road for Kostrzyn along National Road 31. The scale, nature and location of the planned Task cause that possible cumulative impacts with other projects will not be significant. In particular, the implementation of the Task does not apply to works carried out directly in the Odra and Warta rivers, where there would be the largest accumulation of interactions with projects including reconstruction of the Odra regulatory buildings (reconstruction of spurs) and construction of bridge crossings. A possible most significant accumulation of impacts may occur if the construction of Kostrzyn nad Odrą ring road and the implementation of the Task are conducted at the same time. Accumulation of impacts would occur within Natura 2000 areas (Warta Mouth PLC080001), through which the beltway in the intercity between Odra and Warta in Kostrzyn on the Oder will run. Nevertheless, according to the draft government Program for the construction of 100 beltways for 2020–2030, published as part of public consultations after issuing the decision on environmental conditions, the construction of the Kostrzyn beltway is planned for 2024–2026, i.e. after the completion of the Task.

The Task will be carried out at the distance of several hundred metres from the Polish-German border. However, due to the nature of the Task and the limited scope of the impact, no occurrence of cross-border environmental impact of the Task is foreseen. In connection

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with the above, an environmental permit (Annex 4a to the EMP) did not impose an obligation to consider transboundary impacts.

6. DESCRIPTION OF MITIGATION MEASURES

In order to limit the negative impact of the planned Task on the environment, the Attachment 1 to the EMP contains a set of mitigation measures to be taken by the Contractor. The agreed contract price shall cover all costs associated with the implementation of the EMP, and the Contractor shall cover all related costs under the contract. The EMP, which is part of the Tender Documentation. After signing it (on each page), the Tenderer (Contractor) shall submit it together with the tender. They therefore acknowledge the need to apply the requirements during each phase of the contract. In the work schedule, the Contractor takes into account the conditions of implementation of Tasks arising from the EMP.

The measures in the EMP were developed on the basis of the conditions contained in the administrative decisions in force in the field of environmental protection issued for the Task, with the addition of additional conditions established at the stage of preparation of the EMP. The implemented mitigation measures should ensure that the Task is carried out taking into account the World Bank's guidelines (guidelines for the Environment, Health and Safety: The Environmental, Health, and Safety (EHS) Guidelines). The requirements for the construction phase are defined in the General EHS Guidelines¹, in particular in the Section 4 (Construction and Decommissioning stage "*Construction and Decommissioning*").

In order to supervise and monitor the mitigation measures included in the EMP, a dedicated position of the EMP coordinator will be established in the Contractor's team (see item 89 cat. O – Requirements concerning the Contractor's personnel involved in the implementation of the EMP)².

Below, there is a selection of characteristic mitigation measures, broken down into individual environmental components discussed in the Section 5 of the EMP.

6.1. LAND SURFACE AND LANDSCAPE

In order to limit the negative impact of the Task on the ground surface and landscape, mitigation measures are foreseen to be implemented during and also prior to the commencement of the construction works.

The stage of execution of the construction works should be preceded by works related to the preparation of the Task implementation area, including the preparation of places for storage of construction materials, construction site backup facilities, etc. The occupation of the land and the transformation of the land surface shall be kept to the necessary minimum during the works being carried out. In addition, the use of the land will be agreed with its operator, and any approvals or derogations required by the law will be obtained.

Internal technological roads, storage yards and construction site backup facilities should be located in such a way as to preserve trees and shrubs growing outside the places necessary to

¹ https://www.ifc.org/wps/wcm/connect/topics_ext_content/ifc_external_corporate_site/sustainability-at-ifc/policies-standards/ehs-guidelines

² In Annex 1 to the EMP, mitigation measures are assigned to 17 thematic categories (from cat. A to cat. S).

be occupied for the purpose of works. Access to the construction site backup facilities should be via public roads.

Mitigation measures to reduce the impact on the ground surface and the landscape are in particular the following items in the table in the Attachment 1 to the EMP:

- items 3 - 13 (cat. B - Requirements for the transport service of the Task implementation area),
- items 14 - 16 (cat. C- Requirements for the location of construction backup facilities and roads, material storage and parking areas),
- items 43 - 47 (cat. I - Requirements for the restoration of green areas after completion of construction).

6.2. CLIMATE

In the case of this Task, no mitigation measures to protect local climatic conditions were identified as necessary to be introduced.

6.3. THE SANITARY CONDITION OF THE AIR

The implementation of the Task requires the implementation of standard solutions that will reduce emissions to the atmosphere from machines and vehicles used for the Task implementation and that will reduce dusting during earthworks or transport of materials. Therefore, the Works Contractor will implement, inter alia, the following basic principles and good practices of carrying out the construction works, aimed at reducing/eliminating the negative impact of the Task on the air quality:

- the equipment, means of transport and machinery used during the construction phase will be fully operational and will meet current legal requirements to ensure protection against dust and gas emissions into the air;
- the running time of the combustion engines of machinery and construction vehicles at standstill will be reduced (reduction of emissions during the so-called idling phase);
- bulk materials intended for use in the construction phase will be protected from being blown out and excessive dusting from their surface both during transport, storage and installation;
- dust caused by means of transport will be reduced by, inter alia, cleaning the wheels of vehicles before entering public roads, cleaning the surfaces of internal technological roads, using vehicles with tarpaulins for transporting dusty materials or transporting loose materials in packaging, other measures to prevent the pollution of local roads with sand and mud moved by vehicles, spraying the surfaces of internal technological roads.

Measures to reduce the impact on the air condition are indicated in the table in the Attachment 1 to the EMP in the following items: 58 – 61 (cat. J - Requirements for the prevention of environmental pollution (including the limitation of emissions into the environment) and 65 (cat. K- Requirements for waste and waste water management).

At the stage of operation, no impact is expected to occur in the scope of atmospheric air, different from the current one, so no additional measures for its protection are proposed.

6.4. SOIL AND LAND

During the implementation of the Task, measures shall be implemented to mitigate negative impacts on soils with respect to the reduction of the area of temporary occupation of sites and the prevention of occurrence of soil and land contamination.

In order to adequately protect the soils, a detailed work organisation plan is important at this stage to minimise the likelihood of soil contamination. To this end: manage the area sparingly, organise the construction site backup facilities in such a way as to protect the ground against contamination, inter alia:

- the zones where a parking space for the machinery and vehicles working on the construction site will be located, parking spaces for employees, places for refuelling vehicles, places for storing hazardous materials (e.g. fuels, lubricants, solvents, paints), places for storing hazardous waste should be made tight (lined with insulating materials) before any hazardous substances could get into the ground and water environment;
- the construction site backup facilities should be equipped with tight toilets, the contents of which will be removed by authorised entities;
- waste should be segregated and stored in a separate place, ensuring its regular collection by authorised entities;
- the Contractor will have at its disposal on the construction site means to neutralise oil-derivative substances such as e.g. loose hydrophobic sorbents, hydrophobic sorption mats in sheets or rolls, sorption pads and sleeves, biopreparations.

Construction and transport equipment used in connection with the Task implementation should be in a good technical condition (e.g. without fuel leaks), and after completion of the work or in case of a breakdown it should be moved to a parking place ensuring protection of the ground surface against penetration of pollutants into the ground and water environment.

The contractor shall develop a procedure for dealing with spillage of petroleum-derivative substances. In the event of an emergency leakage of petroleum-derivative substances or other operational materials into the soil or water, it is necessary to proceed with the immediate neutralisation of the leakage, its collection and transfer to entities authorised to manage waste for disposal in accordance with the established spillage procedure.

In addition, the Contractor shall be obliged to carry out the land reclamation, in particular, to reconstruct the fertile soil layer, including, inter alia, the use of humus collected from the worksite.

The mitigation measures to reduce the impact on soils and land are in particular the following items in the table in the Attachment 1 to the EMP:

- item 14 (cat. C- Requirements for the location of construction backup facilities and roads, material storage and parking areas)
- items 17 - 19 (cat. D - Requirements for the management of earth masses),

- items 20 - 25 (cat. E - Requirements for handling the humus layer),
- items 43 - 47 (cat. I - Requirements for the restoration of natural resources after completion of construction)
- items 49 - 56, 62 - 63 (cat. J - Requirements for the prevention of environmental pollution (including the limitation of emissions into the environment),
- items 64 - 69 (cat. K- Requirements for waste and waste water management),
- items 76 - 77 (cat. L - Requirements for the protection of human health and safety).

6.5. SURFACE WATER

Mitigation measures in relation to surface water protection are consistent with those specified for groundwater protection. During the Task implementation phase, the prevention of threats to surface and groundwater should be achieved, among others, through the application of selected measures defined for soil and land protection against pollution.

Mitigation measures to reduce the impact on the surface water and the groundwater are indicated in particular in the following items in the table in the Attachment. 1 to the EMP:

- items 14 - 16 (cat. C- Requirements for the location of construction backup facilities and roads, material storage and parking areas),
- items 17 - 19 (cat. D - Requirements for the management of earth masses),
- items 49 - 56, 62 - 63 (cat. J - Requirements for the prevention of environmental pollution (including the limitation of emissions into the environment),
- items 64 - 69 (cat. K- Requirements for waste and waste water management),
- items 76 - 77 (cat. L - Requirements for the protection of human health and safety).

6.6. UNDERGROUND WATER

Mitigation measures in relation to groundwater protection are consistent with those specified for surface water protection as described in chapter 6.5.

6.7. ACOUSTIC CLIMATE

During the construction stage, there may be an increase in the noise levels due to the operation of construction and track machinery, as well as the noise generated by heavy vehicles delivering construction materials. In order to limit the duration and impact of the executed works on the acoustic climate to the immediate surroundings of the work sites, mitigation measures such as the following should be implemented:

- carrying out works with significant noise emissions, possibly during the daytime between 6:00 and 22:00 hours,
- switching off equipment and machines that are not in use at the given moment (limitation of the use of so-called "idling").

Mitigation actions to reduce the impact of noise emissions are indicated in particular in the following items in the table in the Attachment 1 to the EMP:

- items 57 - 60 (cat. J - Requirements for the prevention of environmental pollution (including the limitation of emissions into the environment)).

6.8. NATURE

During the execution of the works, the Contractor will be obliged to observe the standards, prohibitions and indications and to respect the restrictions resulting from the existence of areas and objects created on the basis of the Act on Nature Conservation. The requirements resulting from the location of the task in the vicinity and within the protected areas have been taken into account within the framework of mitigation measures defined for the protection of natural habitats and protected species. In order to protect the natural values in the area of the Task implementation and its vicinity, the Contractor shall be obliged to provide its own team of environmental experts, referred to in item 90 of the Attachment 1 to EMP), which will be involved in the proper implementation of the conditions of the EMP when carrying out the works.

Prior to the commencement of the construction works, the Contractor will carry out a site investigation of the Task implementation area with the participation of the environmental team (one-off nature inventory) in order to determine the location of places of natural value and to clarify the scope of required mitigation measures. If habitats and species of fauna and flora subject to protection are found, for which it will be necessary to violate the prohibitions specified in the applicable regulations, decisions shall be obtained allowing for derogations from the principles of the plant, fungi and animal species protection. The Contractor shall be obliged to implement the conditions contained in the described decisions precisely and on time.

Moreover, the tasks of the environmental team will include, inter alia:

- training of employees supervising the construction site, in the field of dealing with wild animals and notifying the environmental supervision,
- conducting necessary inspections of trees for the presence of protected animal species, in particular in the event of the necessity of removing trees between the beginning of March and mid-October,
- taking appropriate protective measures,
- temporary marking of places of natural value in order to preserve them from destruction, crushing, trampling,
- ongoing specialist subject-related assistance,
- reporting on all significant events relating to protected environmental components.

In order to limit the negative impact of the Task on the flora and fauna, the following mitigation measures have been defined in particular:

- locating elements of the construction site backup facilities in the areas transformed anthropogenically, outside the areas of identified patches of protected natural habitats and surroundings of water reservoirs and river banks in the area of the reconstructed railway line;

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- use of temporary fencing of the construction site in the sections of the railway line close to natural habitats to protect them from accidental destruction during construction;
- protection against mechanical damage to trees and shrubs that are not intended to be removed and are exposed to damage due to the works and movement of equipment,
- restoration of a fertile soil layer, using, inter alia, humus collected from the work site,
- removal of trees and shrubs outside the bird breeding period (or after the bird fauna specialist has determined that the birds do not breed),
- hanging of bird nesting boxes on trees in the vicinity of the railway line,
- protection of amphibians by preventing amphibians from entering the construction site - in places adjacent to water reservoirs, fencing the construction site with herpetological fences,
- planning inspection of places that form traps for small animals on an ongoing basis and to releasing them from the construction site to environmentally appropriate sites.

Mitigation measures to reduce the impact on the wildlife and forms of nature protection are indicated in particular in the following items in the table in the Attachment 1 to the EMP:

- items 14 - 16 (cat. C- Requirements for the location of construction backup facilities and roads, material storage and parking areas),
- items 20 - 25 (cat. E - Requirements for handling the humus layer),
- items 26 - 31 (cat. F- Requirements for removal of trees and shrubs),
- items 32 - 33 (cat. G - Requirements for protection of trees and shrubs not designed for cutting),
- items 34 - 42 (cat. H - Requirements for the conservation of protected natural resources),
- items 43 - 48 (cat. I - Requirements for the restoration of green areas after completion of construction),
- item 49 (cat. J - Requirements for the prevention of environmental pollution (including the limitation of emissions into the environment))

6.9. CULTURAL LANDSCAPE AND MONUMENTS

The area of the Task implementation is located in the former Kostrzyn Fortress, entered in the register of monuments, and the railway bridge over the so-called Suchodół and the railway bridge over the Warta river, not entered into the register of monuments, are included in the Voivodship record of monuments.

Works within the Kostrzyn Fortress will be carried out in accordance with the terms of the permit of the Voivodship Conservator of Monuments and works on objects included in the Voivodship register of monuments will be carried out in accordance with arrangements with the Voivodship Conservator of Monuments.

In the area of the Kostrzyn Fortress, earthy cultural layers are also subject to protection. Therefore, for earthworks in this area, it is required to carry out an archaeological survey on

the basis of the permit from the Voivodship Conservator of Monuments obtained by the Investor.

In order to ensure proper execution of works in the field of monument protection in accordance with the provisions and agreements of the Voivodship Conservator of Monuments, the Contractor will provide an archaeological supervision team. If necessary, the Contractor will update permits from the Voivodship Conservator of Monuments for archaeological surveys and works on the monument.

In the event of discovering, during the Task implementation, objects that are supposed to be a monument, the Contractor shall suspend all works and implement the activities indicated in the EMP, and, if necessary, obtain the permit of the Provincial Archives for Rescue Archaeological Research and carry out the indicated research.

Mitigation actions to reduce the impact on monuments and cultural assets are indicated in particular in the following items in the table in the Attachment 1 to the EMP:

- items 83 - 87 (cat. N - Requirements for the protection of cultural monuments),
- item 93 (cat. O - Requirements for the Contractor's personnel involved in the implementation of the EMP).

6.10. POPULATION

In order to limit the impact on human health in the area of the Task implementation and in the vicinity of the Task implementation area, in Annex 1 of the EMP, mitigation measures were introduced in other categories, including:

- limiting the impact of the implementation of the planned Task on the sanitary state of atmospheric air (see chapter 6.3);
- reducing the impact of the implementation of the planned Task on the acoustic climate (see chapter 6.7).

Actions in the scope of limiting the impact on air quality and noise emission are indicated in the table in Annex 1 EMP in the following positions: 57 – 61 (cat. J – Requirements for preventing environmental pollution (including reducing emissions to the environment)).

The Contractor shall be liable for any damage to structures and buildings, roads, drainage ditches, culverts, water and gas pipelines, pillars and power lines, cables, geodetic network points and installations of any kind, and other objects such as vertical and horizontal signs, navigation signs, information boards, cultural goods objects, etc., caused by it or its Subcontractors during the execution of works. The Contractor shall be also responsible for restoring the patency of ditches and drainage systems in the area of the works being carried out and the transport routes being used, in the event of damage caused by the works and transport related to the works. The Contractor shall immediately repair at his own expense any damage caused and, if necessary, carry out any other works ordered by the Engineer.

Mitigation actions to reduce the impact on material goods are indicated in particular in the following items in the table in the Attachment 1 to the EMP:

- items 3 - 13 (cat. B - Requirements for the transport service of the Task implementation area).

6.11. HUMAN HEALTH AND SAFETY

Activities related to the protection of human health and safety relating to the appropriate organization of work, technical measures, fire protection, construction sites, condition and use of vehicles and machines and training in the spreading of HIV-AIDS and other infectious diseases including e.g. COVID 19 were specified.

In order to guarantee safe working conditions, the Contractor ensures constant supervision of OSH services during Task implementation. The scope of duties, qualifications and composition of Contractor's OHS services shall conform to Polish labour law. Contractor's OHS supervisors shall be responsible, among others, for adequate signage of the construction site in accordance with applicable legal regulations. The Contractor shall check the signage on a regular basis and restore or replenish it immediately in the event of destruction or theft. The Contractor will also conduct training on the terms and conditions of the EMP for the management and engineering-technical staff engaged in the implementation of the Task.

When developing the Health and Safety Protection (BIOZ) plan (see 6.14.) the Contractor will be obliged to place particular emphasis on the safety of works within the railway area.

In the course of the works, the Contractor shall provide the sapper's supervision over the works (carried out by a team of sapper's supervision having the required qualifications), including the sapper's reconnaissance before the commencement of the works, as well as current checking and clearing of the area during the earthworks, of dangerous objects of military origin, together with their disposal.

Additionally, in order to limit the impact on the human health in the Task implementation area and in the vicinity of the Task implementation area, mitigation measures in other categories have been introduced in the Attachment 1 to the EMP in the scope of:

- limiting the impact of the planned Task implementation on the sanitary condition of the atmospheric air (see section 6.3);
- limiting the impact of the planned Task implementation on the acoustic climate (see section 6.7);
- ensuring an appropriate response in extraordinary emergency situations (see section 6.12).

The mitigation actions in the scope of the protection of human health and safety are summarised as follows in the Attachment 1 to the EMP; these are in particular the following items in the table:

- items 3 - 13 (cat. B - Requirements for the transport service of the Task implementation area),
- items 70 - 78 (cat. L - Requirements for the protection of human health and safety),
- items 98 - 106 (cat. R – Specific requirements of ES policies of the World Bank).

6.12. EXCEPTIONAL HAZARDS

Crisis situation

In the event of occurrence of an emergency situation, competent services must be notified first:

Service	Telephone number
Emergency number from a mobile phone	112
Police	997
Fire Brigade	998
Emergency medical services	999
Municipal Police	986
Miejskie Zakłady Komunalne (reporting failures)	95 727 96 17

Rules for notification of crisis situations are contained in the Attachment 1 to the EMP:

- item 80 (cat. M - Requirements for exceptional environmental hazards).

The procedure of cooperation and informing the parties to the Contract will be described in the Instructions for the Contractor, provided by the Contractor Engineer before the commencement of works. The instruction will include contact details (including e-mail) taking into account the personal condition of the Engineer, Contractor and PIU structure assigned to the implementation of the Contract.

It is the Contractor's obligation to counteract threats first and, in the event of their occurrence, limit their consequences. The basic threats are described below, but the list is open and not exhaustive with respect to the risk of other hazards not listed in the EMP.

Flood

The area of the Task implementation includes the areas adjacent to the Odra River and the Warta River. The section of the railway line to be reconstructed up to km 342 runs through a flood risk area with the probability of occurrence once every 100 years. At the same time, the embankment of the railway subgrade itself is elevated above the level of flooding. At the construction stage, there may be a sudden increase in the stage of water in the Odra and Warta rivers in the area of the Task implementation area or a flood may take place, putting at risk the health and life of the staff and causing material losses on the construction site or hindering the execution of works. Therefore, procedures will be developed in case of occurrence of such a situation. Prior to the commencement of the works, the Contractor will prepare an appropriate plan of proceedings in case of occurrence of such events (*Flood Protection Plan for the construction site*) and shall obtain the Engineer's approval for its contents. This document will describe, inter alia, the procedures to be followed in the event of occurrence of such phenomena (see section 6.14). The requirement to develop and approve the above mentioned plan is contained in the Attachment 1 to the EMP:

- item 79 (cat. M - Requirements for exceptional environmental hazards).

Leakage of oil-derivative substances

Another type of extraordinary hazard is the leakage of oil-derivative substances into water or soil. In order to reduce the risk of environmental pollution, appropriate preventive measures will be implemented, inter alia, for appropriate organisation and equipping of construction sites and backup facilities, equipping of possible leakage places with appropriate sorbents and ongoing monitoring of the condition of the construction equipment used. In case of possible spillages of oil-derivative substances, measures preventing spreading of contamination must be taken and the contamination shall be removed immediately. If contaminated soil layers are present, they must be managed in accordance with the applicable regulations in this scope. Mitigation measures as defined in the Attachment 1 to the EMP for the protection of the soil and water environment, are indicated in sections 6.4. - 6.6.

In connection with the risk of possible leakage of oil-derivative substances, the Contractor shall prepare a document, a so-called spillage procedure (see item 6.14) and shall obtain its approval by the Engineer. The requirement to develop a spillage procedure is contained in the Attachment 1 to the EMP:

- item 82 (cat. M - Requirements for exceptional environmental hazards).

Finding of unexploded shells and ordnance

Due to the fierce fighting in Kostrzyn nad Odrą in 1945 and direct warfare, which included led to the demolition of the bridge spans, it should be emphasized that despite the passage of over 80 years since the end of World War II, unexploded bombs and unexploded earthworks are high. The contracting authority did not carry out prior inspection of the works area for unexploded bombs or unexploded bombs.

The Contractor shall ensure sapper supervision during the execution of earthworks (Contractor's sapper supervision) including sapper's site investigation prior to the commencement of works and ongoing checking and clearing of the area during the execution of earthworks of dangerous objects of military origin together with their disposal. Under no circumstances may workers carrying out work can lift, dig, bury, carry or throw into fire or into places such as rivers, canals, oxbow lakes, ditches, etc. any unexploded ordnance or shells that have been found. The Employer has not carried out a prior inspection of the work site for the presence of unexploded ordnance or shells.

Mitigation measures related to the risks of finding unexploded ordnance and shells are defined in the following items in the Attachment 1 to the EMP:

- 74 (cat. L - Requirements for the protection of human health and safety)
- items 80 - 81 (cat. M - Requirements for exceptional environmental hazards)
- item 92 (cat. O - Requirements for the Contractor's personnel involved in the implementation of the EMP).

Fire

The Contractor shall be responsible for the fire protection in the area of Task implementation. The detailed procedure in case of fire will be included in the Health and Safety Protection

(BIOZ) Plan prepared by the Contractor (see section 6.14.). The requirement for the Contractor to develop a Health and Safety Protection (BIOZ) Plan and obtain approval from the Engineer for its content is specified in the item 70 of the table in the Attachment 1 to the EMP.

The Epidemic risk

If the state of epidemic risk or epidemics is in force during the execution of works, the Contractor shall be obliged to act in accordance with legal requirements, in particular the Act of 5 December 2008 *on preventing and combating infections and infectious diseases in humans* (consolidated text: Journal of Laws of 2019, item 1239, as amended), all obligations resulting from the announcement of epidemics or a state of epidemic risk, and relevant World Bank guidelines. The Contractor's actions should reduce the risk of spreading the infection, with respect to the personnel of Contractor as well as the Employer and Engineer and the local community. Guidelines on the course of action in the event of a state of epidemiological threat or epidemic are contained in item 107 (cat. S – Guidelines on the course of action in the event of epidemics or the state of epidemic risk being announced in the course of works) in Annex 1 to the EMP

Notwithstanding the above, in accordance with item 78 (cat. N – Requirements for the protection of human health and safety), the Contractor will implement an awareness-raising programme on the spread of infectious diseases (e.g. COVID 19).

6.13. WASTE AND WASTE WATER

The implementation of the Task will involve the generation of waste, therefore it is necessary to minimise its amount during the works and reduce their negative impact on the environment. The waste management should be conducted in accordance with the provisions of the Waste Act of 14 December 2012. The principle of minimum quantity of the waste produced should be followed. The resulting waste should be properly segregated, and its successive collection should be ensured. Waste should be stored selectively in a manner and in locations that are suitable for this purpose, providing suitable containers and/or by separating suitable locations, including prevention of dusting and dispersal of light fractions and their negative environmental impact.

Handling of hazardous waste should be carried out in the following way: until it is handed over to the entities authorised to dispose of it, it should be stored in such a way as to prevent hazardous substances from entering the environment, i.e. in tightly closed containers, in places with hardened and impermeable surface, protected against access by third parties.

The method of dealing with waste (including the rules of waste storage) produced in the course of works carried out in the areas managed by PKP PLK S.A. is regulated by: Instruction on steel and non-ferrous metal scrap management Im-2 and the Waste Management Manual of PKP Polskie Linie Kolejowe S.A. Is-1.

If it is not possible to discharge household waste water into the existing sanitary sewage system, the waste water should be collected in sealed, drainless tanks and their regular collection by authorised entities shall be ensured.

The mitigation measures for waste management are in particular the following items in the table in the Attachment 1 of the EMP:

- items 17 - 19 (cat. D - Requirements for the management of earth masses),
- items 64 – 69 (cat. K – Requirements for waste and waste water management).

6.14. REQUIREMENTS FOR THE IMPLEMENTATION OF ACTION PLANS IN THE CONSTRUCTION STAGE

In order to ensure the proper organisation of the execution of works as well as the proper implementation of the conditions set out in the Attachments 1 and 2 the Environmental Management Plan, the Contractor shall develop and obtain the Engineer's approval, and then implement the following documents for implementation:

1) **Site organisation design**, which should include, inter alia, the following elements:

- location of the construction site backup facilities;
- development of the construction site backup facilities;
- securing the construction site backup facilities;
- technological roads;
- environmental protection at the construction site backup facilities.

2) **Waste management plan**, which should include, inter alia, the following elements:

- expected types and quantities of waste,
- ways of preventing the negative impact of waste on the environment,
- waste management method including waste collection, transport, recovery and disposal,
- type of waste generated and the method of its storage

3) **Quality assurance plans** for particular categories of works and other activities of the Contractor (depending on the needs, including the Engineer's requirements), which should include, inter alia:

- information on the planned organization of the performance of the category of works or activities;
- information on the conditions of implementation of a given category of works or activities contained in EMP and ES policy,
- information on any other ways of counteracting the negative impact of a given category of works on the environment.

4) **Flood protection plan for the construction site**, which should include, inter alia, the following elements:

- monitoring the hydrological and meteorological situation,
- rules of work of the Contractor's team during the period of flood risk;
- basic duties of key members of the company's flood management team;
- list of functionaries in the period of flood;

- list of equipment and means of transport needed to carry out rescue operations.

5) **Health and Safety Protection (BIOZ) plan**, which should include, inter alia, the following elements:

- indication of the elements of plot or land development that may pose a risk to the human safety and health;
- information on expected risks occurring during the execution of construction works, specifying the scale and types of risks and the place and time of their occurrence, including these related to the natural environment;
- information on the separating and marking of the place where construction works are carried out, according to the type of risk;
- information on the manner of instructing workers before commencing the execution of particularly dangerous works;
- determination of the method of storage and movement of hazardous materials, products, substances and preparations on the construction site;
- indication of technical and organisational measures to prevent risks resulting from the execution of construction works in areas of particular health risk zones or in their vicinity, including safe and efficient communication, enabling quick evacuation in case of fire, breakdown and other risks
- indication of the place where construction documentation and documents necessary for proper operation of machines and other technical devices are stored.

The OSH plan will include information on how to solve problems related to the epidemiological threat, including COVID-19, taking into account the provisions indicated in item 107 (cat. S – Guidelines on the course of action in the event of epidemics or the state of epidemic risk being announced in the course of works) in Annex 1 to the EMP.

6) **Spillage procedure**, which should include, inter alia, elements concerning the procedure in case of spillage of chemical and oil-derivative substances, i.e:

- mode of equipping with appropriate materials (in particular the equipment and location of places with sorbent) in relation to the anticipated risks and substances,
- mode of alerting and notifying particular services (including Miejskie Zakłady Komunalne Sp. z o.o. in Kostrzyn nad Odrą – the water intake operator at Graniczna Street),
- course of action to limit spillage,
- mode of handling sorbent materials.

The Contractor, while preparing the above mentioned documents, shall take into account relevant World Bank's operational policies on health, environment and safety rules, including

the EHS¹ Guidelines. These documents must be approved by the Engineer before implementation, who then also monitors their correct implementation.

7) ES Code of Conduct for the Contractor's Personnel (Code of Conduct ensuring the implementation of measures to address environmental and social risks associated with the implementation of the Task, including the risk of sexual abuse, mistreatment for sexual exploitation and sexual harassment).

The Contractor shall submit the ES Code of Conduct containing provisions defining the obligations of the Contractor selected as the result of the contract award procedure, in particular resulting with respect to the environmental protection, social, health and safety issues, in accordance with the template, after it has been signed (on each page) together with the bid. Thus, it acknowledges the need to apply the requirements contained therein at each stage of the contract execution.

The Code of Conduct forms a part of the measures to address the environmental and social risks associated with the implementation of the Task, including the risks of sexual harassment and mobbing, as well as discrimination based on gender. It applies to all the Contractor's personnel, workers and other employees in the area of the Task implementation. It also applies to the staff of each Subcontractor and any other staff assisting the Contractor in the Task implementation.

The Contractor will also conduct training on the terms and conditions of implementation of the EMP for the Contractor's managerial and engineering staff, as well as regular training of Employees in occupational health and safety, raising awareness in the field of combating sexual harassment and mobbing.

The requirement to develop and obtain the acceptance of the content of the above mentioned documents, to ensure compliance with the ES policy and the ES Code of Conduct, and to conduct training on the terms and conditions of the EMP, as well as training in occupational health and safety and raising awareness on combating sexual harassment and mobbing is indicated in particular in the table in the Attachment 1 to the EMP in the items:

- item 17 (cat. D - Requirements for the management of earth masses),
- items 52, 63 (cat. J - Requirements for the prevention of environmental pollution (including the limitation of emissions into the environment)),
- item 64 (cat. K - Requirements for waste and waste water management),

¹ See:

- <https://policies.worldbank.org/sites/PPF3/Pages/Manuals/Operational Manual.aspx#S3-2> (in the section entitled Investment Project Financing / Environmental and Social Safeguard Policies)
- https://www.ifc.org/wps/wcm/connect/topics_ext_content/ifc_external_corporate_site/sustainability-at-ifc/policies-standards/ehs-guidelines
- <https://www.ifc.org/wps/wcm/connect/29f5137d-6e17-4660-b1f9-02bf561935e5/Final%2B-%2BGeneral%2BEHS%2BGuidelines.pdf?MOD=AJPERES&CVID=jOWim3p>

- items 70 - 71 (cat. L - Requirements for the protection of human health and safety),
- items 79, 82 (cat. M - Requirements for exceptional environmental hazards),
- item 83 (cat. N - Requirements for the protection of cultural monuments),
- item 93 (cat. O - Requirements for the Contractor's personnel involved in the implementation of the EMP),
- items 98 - 106 (cat. R – Specific requirements of the ES World Bank policies)

6.15. REQUIREMENTS WITH RESPECT TO THE ES POLICIES OF THE WORLD BANK

The Task implementation is connected with the need to meet a number of ES requirements (environmental, social, health and safety aspects), which are regulated by national regulations governing environmental protection, health and safety at work and labour law. Their observance is supervised by state institutions and bodies. In particular, with respect to compliance with occupational health and safety regulations and labour law, the authorities of the state sanitary inspection and the state labour inspection are authorised to control the activities of entrepreneurs, including these on construction sites. However, due to the high importance paid by the World Bank to the ES requirements, the terms and conditions of the contracts financed by the World Bank loan impose obligations to ensure the implementation of the applicable regulations. Particular attention is paid to issues such as:

- Protection of juveniles employed in the implementation of the Contract;
- Elimination of inappropriate forms of behaviour of persons employed in the implementation of the Contract (including sexual harassment and mobbing);
- Ensuring the Health and Safety Protection of persons employed in the implementation of the Contract, including the provision of legally required Health and Safety services;
- Ensuring proper social and employment conditions for employees employed in the implementation of the Contract (including fair pay conditions).

The following is a list of issues in the form of requirements for the Contractor related to ES WB policies. It should be noted that the ES requirements and conditions set for the Contractor and its employees also apply to the Contractor's Subcontractors and their employees or Subcontractors.

- The Contractor shall conduct training and implement an awareness-raising programme on the prevention of sexual harassment and mobbing. These activities shall be carried out throughout the entire term of the Contract, including the Defects Notification Period at least every two months. These actions will have the form of information, education and awareness-raising campaigns.
- The Contractor shall inform the Consultant immediately about all reported cases and suspicions concerning sexual harassment and mobbing.
- The Contractor will inform all persons employed on the construction site about the possibility of lodging complaints about working and pay conditions and will provide an information leaflet with the necessary information on how to lodge complaints and requests, in which it will ensure that there are no repercussions for the person reporting a problem. The content of the leaflet will be agreed with the Consultant.

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- The Contractor shall inform the Consultant about all accidents involving employees and third parties in accordance with the procedure provided by the Consultant. In the event of an accident, the Contractor shall take all actions, which it is obliged to take under applicable laws, such as the Construction Law and the Labour Code.
- The Contractor shall ensure equal pay for employees carrying out the same work without taking into account gender, sexual orientation or age, and in addition the persons employed under the Contract shall not be persecuted or discriminated against on the basis of gender, sexual orientation and age.
- The Contractor, in accordance with the possibilities and conditions and the Labour Code provisions, will meet the living and social needs of employees in the workplace.
- The contractor shall facilitate the improvement of professional qualifications of employees.
- The Contractor may employ only such a young worker who is at least 15 years old, has completed primary school of at least eight years duration and has presented a medical certificate stating that the work in question does not endanger his / her health. The Contractor shall ensure that juvenile employees (persons under 18 years of age) will not perform works prohibited to juvenile employees¹, including in particular works which create accident hazards, such as, inter alia, construction and demolition works.
- The Contractor shall employ a health and safety specialist with qualifications and professional experience in accordance with the Polish labour law.

Therefore, in the table of mitigation measures in the Attachment 1 to the EMP (items 98 - 106, cat. R – Specific requirements of the ES World Bank policies), detailed conditions binding for the Works Contractor, covered by the obligation of monitoring and reporting during the Task implementation period are included. It should be stressed, however, that the Contractor shall apply and comply with all provisions of the Labour Code and shall comply with the ES Code of Conduct.

6.16. ACTIVITIES AT THE OPERATION STAGE

The Task does not require the implementation of mitigation measures set out in the EMP beyond the construction stage.

¹ i.e. works specified in the Regulation of the Council of Ministers of 24 August 2004 on the list of prohibited work for juveniles and the conditions for their employment in some of these works (consolidated text: Journal of Laws of 2016, item 1509)

7. DESCRIPTION OF MONITORING ACTIONS

7.1. ENVIRONMENTAL MONITORING DURING THE EXECUTION OF WORKS

Attachment 2 to the EMP provides a set of monitoring activities applicable to the Contractor for the Task. These measures were developed on the basis of the conditions contained in the administrative decisions issued for the Task, with the addition of additional conditions established at the stage of preparation of the EMP.

The monitoring activities listed in the Attachment 2 to the EMP include 1) conducting monitoring of the implementation of mitigation measures listed in Attachment 1 to the EMP (items 1-107 in the Attachment 2 to the EMP), 2) conducting monitoring in the scope of tightness control of tanks, in which fuels and oils will be stored, assessment of the quality of earth masses, current technical condition checks of working vehicles, machines and equipment (items 108 - 110 in the Attachment 2 to the EMP) and 3) executing current control of compliance with the records of documents developed by the Contractor (item 111 in the Attachment 2 to the EMP).

Environmental monitoring with respect to the Task environmental impact will consist in:

1. Control of the performance of construction works related to the Task execution under the supervision of the environmental supervisory team appointed by the Contractor for the duration of the Contract.
2. The Contractor's environmental supervision team carries out activities including:
 - inspection of the site of works prior to their commencement and ongoing inspections during the construction phase and preparation of appropriate reports, which constitute documentation for the proper performance of environmental supervision, and information on the proper implementation of the mitigation measures,
 - formulating and submitting to the Engineer requests pertaining to the need for mitigation measures (including their application) necessary to mitigate the adverse environmental effects unforeseeable and/or not revealed at the stage of establishing the conditions for the implementation of the Task within the framework of the procedure for issuing an environmental permit. The measures can be applied only after the Engineer's approval,
 - obtaining, if necessary, the necessary permits to derogate from bans related to the protection of species of plants, fungi, or animals in accordance with the principles and procedures laid down in the Nature Conservation Act,
 - reporting, by way of periodic reports.
3. The Contractor will appoint specialists in the following fields: botanist / phytosociologist, dendrologist, herpetologist, ornithologist, teriologist, chiropterologist, entomologist. The aforementioned specialists must have proven experience in this field and have education in

the field of environmental protection or related. One specialist can hold maximum two of these positions.

7.2. ENVIRONMENTAL MONITORING IN THE OPERATION PERIOD

There is no need to carry out environmental monitoring of the Task at the stage of operation. The implementation of mitigation measures ensures that the scale and intensity of possible negative impacts are reduced only to the duration of the works.

8. PUBLIC CONSULTATIONS

8.1. PUBLIC CONSULTATIONS ON THE ENVIRONMENTAL AND SOCIAL MANAGEMENT FRAMEWORK PLAN FOR THE OVFMP (2015)

The draft document entitled *Environmental and Social Management Framework Plan (ESMF)* for the OVFMP Project (including Component 1, which covers this Task) was subject to a public consultation procedure, conducted in accordance with the operational policy of the World Bank *OP 4.01*. Their purpose was to enable the public to acquaint with the content of this document and to provide the public with the opportunity to submit any comments, questions or requests to its content.

The documentation of the process of public consultations of the above mentioned document is available on the website of the Project Coordination Unit for the Odra - Vistula Flood Management Project¹.

8.2. PUBLIC CONSULTATIONS AT THE ENVIRONMENTAL PROCEDURES STAGE FOR THE TASK

Consultations with the public participation were carried out under the responsibility of the authority conducting the procedure for issuing a decision on environmental conditions, i.e. the Regional Director for Environmental Protection in Gorzów Wielkopolski.

By the letter of 5 September 2019, the Regional Director for Environmental Protection in Gorzów Wielkopolski notified the parties of the initiation of the procedure to issue a decision on the environmental conditions on the basis of the application of the State Water Holding Polish Waters Regional Water Management Board in Szczecin. The data on the application for the issue of a decision on the environmental conditions for the Task, the project information sheet and its supplementation were entered into the public data list, kept by the Regional Directorate for Environmental Protection in Gorzów Wielkopolski, under the numbers 1003/2019, 1004/2019 and 1122/2019.

On 11 December 2019, after receiving relevant opinions from the State District Sanitary Inspector in Gorzów Wielkopolski and the Minister of Water Management and Inland Navigation, the Regional Director for Environmental Protection in Gorzów Wielkopolski issued a decision on environmental conditions (Reference No.: WZŚ.420.115.2019.AN) stating that there is no obligation to carry out an environmental impact assessment for the Task. Therefore, it was not required to carry out an environmental impact assessment before issuing the decision on environmental conditions. In accordance with the applicable regulations, the possibility of public participation is ensured only in the proceedings, in which the environmental impact assessment of the project is carried out.

¹ On the website: http://odrapcu2019.odrapcu.pl/popdow_dokumenty/

The information on the issuance of the decision and on the possibility of the public becoming acquainted with its content was made public by way of the announcement of 11 December 2019, Reference No. WZŚ.420.115.2019.AN.

8.3. PUBLIC EMP CONSULTATIONS

Draft of the Environmental Management Plan (EMP) for Contract 1B.5/3: Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą) was subject to public consultation conducted in accordance with the requirements of the World Bank's operational policy (OP 4.01). The purpose of the consultation was to enable natural persons, institutions, and all interested parties to become acquainted with the content of this document and to provide them with the opportunity to submit any comments, queries, and requests related to its content. Because of the state of epidemiological threat, the formula for conducting public consultations on the draft EMP document has changed. There was no open meeting for all interested parties and the consultation was conducted in the form of a webinar.

Once the draft EMP was prepared, the document was submitted to the World Bank for approval to begin the publishing procedure. After obtaining the approval of the World Bank to begin the draft EMP publishing procedure, the electronic version of the document with the notice of public consultation was published on the following websites:

- State Water Management Polish Waters Regional Water Management Authority in Szczecin – (Fig. 4);
- Odra-Vistula Flood Management Project Coordination Unit – (Fig. 5);
- Kostrzyn nad Odrą City Hall – (Fig. 6);
- Odra-Vistula Flood Management Project – (Fig. 7)

Information on the possibility to review the content of the EMP draft and to submit requests and comments, along with detailed information (correspondence address, e-mail address, and phone number) was published in local press. The notice was published on 31.07.2020 in the *Gazeta Lubuska* (Fig. 8) and on 31.07.2020 in *Kurier Szczeciński* (Fig. 9). The published Notice contains information about the revised formula for conducting public consultations due to the state of epidemiological threat in Poland, including indication of the website where the link to the webinar to be posted at least 10 days before the on-line meeting and the step-by-step instruction on how to join the online meeting conducted as part of concluding the public consultations of the EMP draft (along with the date, time, website where the link to the webinar will be posted, and the purpose of the meeting

Information (Fig. 10) about the initiated EMP draft publishing procedure and the possibility to submit requests and comments was sent via email to the identified persons, institutions, and organizations.

In order to ensure the widest possible access to information on the EMP draft due to the epidemiological threat in Poland, it was decided that the electronic version of the documentation would be posted and accessible to all interested parties during the period from 31.07.2020 to 24.08.2020 (i.e. 17 working days) on the following websites:

- State Water Management Polish Waters the Regional Water Management Authority in Szczecin, at www.szczecin.wody.gov.pl
- Odra-Vistula Flood Management Project Coordination Unit, at www.odrapcu2019.odrapcu.pl
- Kostrzyn nad Odrą City Hall, at www.kostrzyn.pl
- Odra-Vistula Flood Management Project, at www.bs.rzgw.szczecin.pl

Consultation meeting

After the end of the EMP draft publishing period (electronic version of the documentation was available to all interested parties from 31.07.2020 to 24.08.2020), an open online meeting was organised in the form of a webinar for all interested parties. The meeting was organised on 24.08.2020 and took place via the Microsoft Teams programme. In order to take part in the webinar, one had to go to <http://bs.rzgw.szczecin.pl/aktualnosci/>, where a link to the webinar was posted in the entry on the consultation meeting for the draft Environmental Management Plan for Task 1B.5/3. As indicated in the notice, the meeting started at 5 p.m. Representative of the PIU and PCU joined the online meeting. For the purpose of the meeting, a multimedia presentation was prepared containing information on the principles of development and functioning of the EMP during the implementation of investments co-financed by the World Bank and detailed information on the draft EMP for Contract 1B.5/3: Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą). The meeting ended at 7 p.m. The webinar was chaired by the Consultant at the headquarters of Sweco Consulting.

COMMENTS SUBMITTED DURING THE PUBLISHING PERIOD

During the webinar as well as during the entire procedure of publishing EMP no comments on the content of the EMP or its annexes were submitted.

Therefore, the public consultation process was deemed completed.

Environmental Management Plan

Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)

Regionalny Zarząd Gospodarki Wodnej w Szczecinie

Państwowe Gospodarstwo Wodne Wody Polskie

O Wodach Polskich Aktualności Nasze działania Zamówienia publiczne Media Kontakt

Wody Polskie / Szczecin / Projekt PZS 1B.5/3

Projekt Planu Zarządzania Środowiskiem dla Kontraktu 1B.5/3 Przebudowa mostu w celu zapewnienia minimalnego prześwitu - most kolejowy w km 615,1 rz. Odra w Kostrzynie nad Odrą.

Opis: Powiada / Kategoria: Aktualności

OBWIESZCZENIE

podaje się do publicznej wiadomości, co następuje:

Z uwagi na stan zagrożenia epidemicznego w Polsce i w trosce o państwa bezpieczeństwo zdrowotne zmianie ulega forma prowadzenia komunikacji publicznych projektu dokumentu PZS. Nie odbędzie się spotkanie otwarte dla wszystkich zainteresowanych lecz konsultacje przeprowadzone zostaną w formie elektronicznej przy wykorzystaniu dostępnych (bezpiecznych) kanałów komunikacji elektronicznej.

Państwowe Gospodarstwo Wodne Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie (PGW Wody Polskie RZGW w Szczecinie), Jednostka Realizująca Projekt Ochrony Przeciwpowodziowej w Dorzeczu Odry i Własy (JRP) udostępniła zainteresowanym osobom i instytucjom **PROJEKT PLANU ZARZĄDZANIA ŚRODOWISKIEM** dla Kontraktu 1B.5/3 Przebudowa mostu w celu zapewnienia minimalnego prześwitu (Most kolejowy w km 615,1 rz. Odra w Kostrzynie nad Odrą) (nazywany dalej PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM) sporządzony w ramach Komponentu 1 – Ochrona przed powodzią Środkowej i Dolnej Odry; Podkomponent 1B – Ochrona przed powodzią na Środkowej i Dolnej Odry.

Każdy zainteresowany może:

- zapoznać się z PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020 r. włącznie (17 dni roboczych) poprzez strony internetowe:
 - Państwowego Gospodarstwa Wodnego Wody Polskie Regionalnego Zarządu Gospodarki Wodnej w Szczecinie, pod adresem – www.szczecin.wody.gov.pl;
 - Biura Koordynacji Projektu Ochrony Przeciwpowodziowej Dorzecza Odry i Własy, pod adresem – www.odrapcu2019.odrapcu.pl;
 - Urzędu Miasta w Kostrzynie nad Odrą pod adresem – www.kostrzyn.pl
 - Projektu Ochrony Przeciwpowodziowej Dorzecza Odry i Własy pod adresem – www.br.rzgw.szczecin.pl;
- składać uwagi i wnioski odnośnie PROJEKTU PLANU ZARZĄDZANIA ŚRODOWISKIEM:
 - w formie pisemnej na adres Państwowego Gospodarstwa Wodnego Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie, ul. Tama Pomorzaska 13 A, 70-030 Szczecin z dopiskiem „uwagi PZS Zadanie 1B.5/3 POPDOW”;
 - w formie elektronicznej na adres e-mail: ProjektES@wody.gov.pl;
 - telefonicznie każdego dnia roboczego trwania upublicznienia pod nr telefonu +48 607 961 281 w godzinach 15.00-16.00, w dniach od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020r. włącznie. Instytucją właściwą do rozpatrzenia uwag i wniosków jest PGW Wody Polskie RZGW w Szczecinie (osoba do kontaktu: p. Elwira Witek, adres e-mail: elwira.witek@wody.gov.pl).

W 17 dniu roboczym udostępnienia dokumentu, tj. w dniu 24 sierpnia 2020 r., o godz. 17.00-19.00 odbędzie się elektroniczne spotkanie konsultacyjne w formie webinarium, otwarte dla wszystkich zainteresowanych, na którym przedstawione zostaną informacje o PROJEKcie PLANU ZARZĄDZANIA ŚRODOWISKIEM, umożliwiające zostanie również zadawanie pytań i składanie wniosków.

Aby wziąć udział w ww. webinarium, należy wejść na stronę <http://br.rzgw.szczecin.pl/aktualnosci/>, gdzie we wpisie poświęconym spotkaniu konsultacyjnemu projektu Planu Zarządzania Środowiskiem dla Zadania 1B.5/3 zamieszczony będzie bezpośredni link do webinarium. Zostanie ono przeprowadzone w oparciu o program Microsoft Teams. Link oraz instrukcja „Krok po kroku” zostaną umieszczone na ww. stronie co najmniej 10 dni przed planowanym elektronicznym spotkaniem konsultacyjnym.

Obwieszczenie to zostało podane do wiadomości poprzez ogłoszenie w lokalnej prasie (Kurier Szczeciński, Gazeta Lubuska), wywieszenie na tablicy ogłoszeń Urzędu Miasta w Kostrzynie nad Odrą a także na stronach internetowych instytucji wskazanych powyżej.

Environmental Management Plan

Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)

ANNOUNCEMENT

the following shall be made public:

Due to the state of the epidemic emergency in Poland and in the interest of your health safety, the formula of public consultations of the draft document of the EMP has been changed. There will be no meeting open to all interested parties, however the consultations will be conducted in an electronic form using available (safe) electronic communication channels.

The State Water Holding Polish Waters Regional Water Management Board in Szczecin (PGW Wody Polskie RZGW in Szczecin), the Project Implementation Office for the Odra - Vistula Flood Management Project (PIO) has made available to interested persons and institutions the draft of the **ENVIRONMENT MANAGEMENT PLAN** for the *Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)* (hereinafter referred to as the DRAFT ENVIRONMENTAL MANAGEMENT PLAN) prepared under the Component 1 - Flood Protection of the Middle and Lower Odra, Subcomponent 1B - Flood Protection on the Middle and Lower Odra.

Anyone interested may:

1. read the Draft Environmental Management Plan from 31 July 2020 to 24 August 2020 inclusive (17 working days) via the websites of:

- State Water Holding Polish Waters Regional Water Management Board in Szczecin, at: www.szczecin.wody.gov.pl;
- Project Coordination Unit for the Odra - Vistula Flood Management Project, at: www.odrapcu2019.odrapcu.pl;
- Municipality Office in Kostrzyn at www.kostrzyn.pl
- Flood Protection Project for the Odra and Vistula Basin - www.bs.rzgw.szczecin.pl;

2. submit comments and requests on the DRAFT ENVIRONMENTAL MANAGEMENT PLAN:

- in writing to the address of the State Water Holding Polish Waters Regional Water Management Board in Szczecin, ul. Tama Pomorzńska 13 A, 70-030 Szczecin with the note "EMP Task 1B.5/3 OVFMP comments";
- in an electronic form to the e-mail address: ProjektBS@wody.gov.pl;
- by telephone every working day of the publication at +48 607 961 281 between 3.00 p.m. and 4.00 p.m., from 31 July 2020 to 24 August 2020 inclusive. The institution competent to consider comments and applications is the PGW Wody Polskie RZGW in Szczecin (contact person: Ms. Elwira Witek, e-mail address: elwira.witek@wody.gov.pl).

On the 17th working day of making the document publicly available, i.e. on 24 August 2020, between 5 p.m. and 7 p.m., an electronic consultation meeting in the form of a webinar will be held, open to all interested parties, during which information about the DRAFT ENVIRONMENTAL MANAGEMENT PLAN will be presented, and it will be possible to ask questions and submit requests.

In order to take part in the above mentioned webinar, please go to <http://bs.rzgw.szczecin.pl/aktualnosci/>, where a direct link to the webinar will be provided in the post dedicated to the consultation meeting of the Draft Environmental Management Plan for the Task 1B.5/3. The webinar will be based on the Microsoft Teams program. The link and the "step-by-step" instruction will be placed at the above page at least 10 days before the planned electronic consultation meeting.

This announcement was made public by an announcement in the local press (Szczecin Supplement to Kurier Szczeciński, Gazeta Lubuska), putting on the announcement board of Municipality Office in Kostrzyn nad Odrą, as well as on the websites of the institutions indicated above.

Environmental Management Plan

Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)

Załączniki:

Plik	Opis	Rozmiar	Utworzono	Ostatnia modyfikacja
 PZS_1_B_5_3_Zal_6.pdf		1139 kB	2020-07-30 14:59	2020-07-30 14:59
 PZS_1_B_5_3_Zal_5b.pdf		578 kB	2020-07-30 14:59	2020-07-30 14:59
 PZS_1_B_5_3_Zal_5a.pdf		734 kB	2020-07-30 14:59	2020-07-30 14:59
 PZS_1_B_5_3_Zal_4c.pdf		1216 kB	2020-07-30 14:59	2020-07-30 14:59
 PZS_1_B_5_3_Zal_4b.pdf		1218 kB	2020-07-30 14:59	2020-07-30 14:59
 PZS_1_B_5_3_Zal_4a.pdf		1973 kB	2020-07-30 14:58	2020-07-30 14:58
 PZS_1_B_5_3_Zal_2.pdf		744 kB	2020-07-30 14:58	2020-07-30 14:58
 PZS_1_B_5_3_Zal_1.pdf		477 kB	2020-07-30 14:58	2020-07-30 14:58
 PZS_1_B_5_3_TEKST.pdf		1789 kB	2020-07-30 14:58	2020-07-30 14:58
 EMP_1B.5_3_TEXT_EN.pdf		1640 kB	2020-07-30 14:58	2020-07-30 14:58
 EMP_1B.5_3_Attachment_8.pdf		187 kB	2020-07-30 14:58	2020-07-30 14:58
 EMP_1B.5_3_Attachment_7.pdf		1955 kB	2020-07-30 14:58	2020-07-30 14:58
 EMP_1B.5_3_Attachment_6.pdf		1130 kB	2020-07-30 14:57	2020-07-30 14:57
 EMP_1B.5_3_Attachment_5b.pdf		1989 kB	2020-07-30 14:57	2020-07-30 14:57
 EMP_1B.5_3_Attachment_5a.pdf		711 kB	2020-07-30 14:57	2020-07-30 14:57
 EMP_1B.5_3_Attachment_4c.pdf		116 kB	2020-07-30 14:57	2020-07-30 14:57
 EMP_1B.5_3_Attachment_4b.pdf		130 kB	2020-07-30 14:57	2020-07-30 14:57
 EMP_1B.5_3_Attachment_4a.pdf		249 kB	2020-07-30 14:57	2020-07-30 14:57
 EMP_1B.5_3_Attachment_3.pdf		125 kB	2020-07-30 14:57	2020-07-30 14:57
 EMP_1B.5_3_Attachment_2.pdf		741 kB	2020-07-30 14:56	2020-07-30 14:56
 EMP_1B.5_3_Attachment_1.pdf		473 kB	2020-07-30 14:56	2020-07-30 14:56

Figure 4 Notice on RZGW Szczecin website

Environmental Management Plan

Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)



Biurowo Koordynacji Projektu Ochrony Przeciwpowodziowej Dorzecza Odry i Wisły
Odra-Vistula Flood Management Project Coordinator Unit

Strona główna POPD POPDOW KROSE Ogłoszenia Kartami RODO DZI Strony

1. Rozdział 16.011 Plan zabezpieczenia na lotach gwałtownej, 2.0111 Plan zabezpieczenia w obszarach zagrożenia powodziowego – Część 4
2. Rozdział 16.012 Plan zabezpieczenia na lotach gwałtownej, 2.0112 Plan zabezpieczenia w obszarach zagrożenia powodziowego – Część 5

Strona 10

OGŁOSZENIE

Dotyczy się do publicznej wiadomości, co następuje:

Z uwagi na stan zagrożenia epidemicznego w Polsce i w trosce o zdrowie i bezpieczeństwo zdrowotne zmianie się forma prowadzenia konsultacji publicznych projektu, oznaczonego PZS, ten dotyczy się spójności obszarów dla wytycznych zainteresowanych, lecz konsultacje przeprowadzone zostaną w formie elektronicznej przy wykorzystaniu narzędzi (bezpiecznych) kanału komunikacji elektronicznej.

Państwowe Gospodarstwo Wodne Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie (PGW Wody Polskie RZGW w Szczecinie), Jemiołka Wielka, realizuje Projekt Ochrony Przeciwpowodziowej w Dorzeczu Odry i Wisły (LWP) udostępnia zainteresowanym osobom i instytucjom **PROJEKT PLANU ZARZĄDZANIA ŚRODOWISKIEM** do komentarzy. 16.012 Podstawa może w celu zapewnienia minimum projektu (Most kolejowy w km 615.1 rz. Odry w Kostrzynie nad Odrą) (nazwany dalej **PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM**) aplikację w ramach Kampania 1 – Ochrona przed powodzią Śródlądowej i Odry i Wisły, Podkomponent 1B – Ochrona przed powodzią na Śródlądowej i Odry i Wisły.

Kadry zainteresowany może:

A. Wyrazić się z **PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM** od dnia 31 lipca 2020 r. do dnia 28 sierpnia 2020 r. – wyłącznie (T) do adresatów) poprzez strony internetowe:

- Państwowego Gospodarstwa Wodnego Wody Polskie Regionalnego Zarządu Gospodarki Wodnej w Szczecinie,
- Urzędu Miasta w Kostrzynie nad Odrą,
- Projektu Lotniska Przeciwpowodziowej Dorzecza Odry i Wisły w Szczecinie,
- Biura Koordynacji Projektu Ochrony Przeciwpowodziowej Dorzecza Odry i Wisły.

B. Składać uwagi i komentarze elektronicznie **PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM**

- w formie pisemnej na adres Państwowego Gospodarstwa Wodnego Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie, ul. Tama Poroczańska 13 A, 70-035 Szczecin z dopiskiem „uwagi PZS Zadanie 16.012 POPDOW”;
- w formie elektronicznej na adres e-mail: Projekt@wody.gov.pl;
- telefonicznie każdego dnia roboczego między godzinami 9:00-17:00 w godzinach 16.09.2020.

w latach od dnia 31 lipca 2020 r. do dnia 28 sierpnia 2020 r. – wyłącznie, dotyczących wniosków do rozpatrzenia uwag i wniosków jest PGW Wody Polskie RZGW w Szczecinie (początek kontaktu: p. Elżbieta Witek, adres e-mail: elzbieta.witek@wody.gov.pl)

Environmental Management Plan

Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)

2020-07-30

ANNOUNCEMENT

the following shall be made public:

Due to the state of the epidemic emergency in Poland and in the interest of your health safety, the formula of public consultations of the draft document of the EMP has been changed. There will be no meeting open to all interested parties, however the consultations will be conducted in an electronic form using available (safe) electronic communication channels.

The State Water Holding Polish Waters Regional Water Management Board in Szczecin (PGW Wody Polskie RZGW in Szczecin), the Project Implementation Office for the Odra – Vistula Flood Management Project (PIO) has made available to interested persons and institutions the draft of the **ENVIRONMENT MANAGEMENT PLAN** for the Contract 1B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą) (hereinafter referred to as the DRAFT ENVIRONMENTAL MANAGEMENT PLAN) prepared under the Component 1 – Flood Protection of the Middle and Lower Odra, Subcomponent 1B – Flood Protection on the Middle and Lower Odra.

Anyone interested may:

A. read the Draft Environmental Management Plan from 31 July 2020 to 24 August 2020 inclusive (17 working days) via the websites of:

- [State Water Holding Polish Waters Regional Water Management Board in Szczecin.](#)
- [Project Coordination Unit for the Odra – Vistula Flood Management Project.](#)
- [Municipality Office in Kostrzyn.](#)
- [Flood Protection Project for the Odra and Vistula Basin.](#)

B. submit comments and requests on the DRAFT ENVIRONMENTAL MANAGEMENT PLAN:

- **in writing** to the address of the State Water Holding Polish Waters Regional Water Management Board in Szczecin, ul. Tama Pomorzańska 13 A, 70-030 Szczecin with the note "EMP Task 1B.5/3 OVFMP comments";
- **in an electronic form** to the e-mail address: ProjektBS@wody.gov.pl;
- **by telephone** every working day of the publication at +48 607 961 281 between 3.00 p.m. and 4.00 p.m., from 31 July 2020 to 24 August 2020 inclusive. The institution competent to consider comments and applications is the PGW Wody Polskie RZGW in Szczecin (contact person: Ms. Elwira Witek, e-mail address: elwira.witek@wody.gov.pl).

On the 17th working day of making the document publicly available, i.e. on **24 August 2020, between 5 p.m. and 7 p.m.**, an **electronic consultation meeting in the form of a webinar will be held, open to all interested parties**, during which information about the DRAFT ENVIRONMENT MANAGEMENT PLAN will be presented, and it will be possible to ask questions and submit requests.

In order to take part in the above mentioned webinar, please go to <http://bs.rzgw.szczecin.pl/aktualnosci/>, where a direct link to the webinar will be provided in the post dedicated to the consultation meeting of the Draft Environmental Management Plan for the Task 1B.5/3. The webinar will be based on the Microsoft Teams program. The link and the "step-by-step" instruction will be placed at the above page at least 10 days before the planned electronic consultation meeting.

This announcement was made public by an announcement in the local press (Szczecin Supplement to Kurier Szczeciński, Gazeta Lubuska), putting on the announcement board of Municipality Office in Kostrzyn nad Odrą, as well as on the websites of the institutions indicated above.

[Show details](#)

Figure 5 Content of the draft document on the OVFMP PCU website

Fundusze Europejskie Program Regionalny

Lubuskie Warto zachodu

Unia Europejska Europejski Fundusz Rozwoju Regionalnego

KOSTRZYŃ NAD ODRĄ

Start
 Główna strona

Gomorrząd
 Miast. Księga Miasta

Miasto
 Informacje o mieście

Dla turystów
 Informacje turystyczne

BSP
 Biuletyn Informacji Publicznej

Przetargi i wykazy
 Przetargi na zamówienia

31 LIP

Opublikowano:
 31 lipiec 2020

Odkryty:
 98

Konsultacje społeczne ws. przebudowy mostu (projekt planu zarządzania środowiskiem)

OBWIESZCZENIE

podaje się do publicznej wiadomości, co następuje:

Z uwagi na stan zagrożenia epidemicznego w Polsce i w trosce o państwa bezpieczeństwo zdrowotne zmianie ulega forma prowadzenia konsultacji publicznych projektu dokumentu PZŚ. Nie odbędzie się spotkanie otwarte dla wszystkich zainteresowanych lecz konsultacje przeprowadzone zostaną w formie elektronicznej przy wykorzystaniu dostępnych (bezpiecznych) kanałów komunikacji elektronicznej.

Państwowe Gospodarstwo Wodne Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie (PGW Wody Polskie RZGW w Szczecinie, Jednostka Realizująca Projekt Ochrony Przeciwpowodziowej w Dorzeczu Odra i Wiśły (JRP) udostępniła zainteresowanym osobom i instytucjom **PROJEKT PLANU ZARZĄDZANIA ŚRODOWISKIEM** dla Kontraktu 1B.5/3 Przebudowa mostu w celu zapewnienia minimalnego prześwitu (Most kolejowy w km 615,1 rz. Odra w Kostrzynie nad Odrą) (nazywany dalej **PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM**) sporządzony w ramach Komponentu 1 – Ochrona przed powodzią Środkowej i Dolnej Odry, Podkomponent 1B – Ochrona przed powodzią na Środkowej i Dolnej Odrze.

Każdy zainteresowany może:

A) zapoznać się z **PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM** od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020 r., włącznie (17 dni roboczych) poprzez strony internetowe:

- Państwowego Gospodarstwa Wodnego Wody Polskie Regionalnego Zarządu Gospodarki Wodnej w Szczecinie, pod adresem – www.szczecin.wody.gov.pl;
- Biura Koordynacji Projektu Ochrony Przeciwpowodziowej Dorzecza Odra i Wiśły, pod adresem – www.odrapcu2019.odrapcu.pl;
- Urzędu Miasta w Kostrzynie nad Odrą pod adresem – www.kostrzyn.pl;
- Projektu Ochrony Przeciwpowodziowej Dorzecza Odra i Wiśły pod adresem – www.bs.rzgw.szczecin.pl.

B) składać uwagi i wnioski odnośnie **PROJEKTU PLANU ZARZĄDZANIA ŚRODOWISKIEM**:

- w formie pisemnej na adres Państwowego Gospodarstwa Wodnego Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie, ul. Tama Pomorzaska 13 A, 70-030 Szczecin z dopiskiem „uwagi PZŚ Załącznik 1B.5/3 POPDOW”;
- w formie elektronicznej na adres e-mail: ProjektPlanWody.gov.pl;
- telefonicznie każdego dnia roboczego trwania upublicznienia pod nr telefonu +48 607 961 281 w godzinach 15.00-16.00.

w dniach od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020r. włącznie. Instytucją właściwą do rozpatrzenia uwag i wniosków jest PGW Wody Polskie RZGW w Szczecinie (osoba do kontaktu:
 p. Elwira Witek, adres e-mail: elwira.witek@wody.gov.pl).

ELEKTRONICZNA SKRZYŃKA PODAWCZA

WYBORY PREZYDENCKIE 28 CZERWCA 2020

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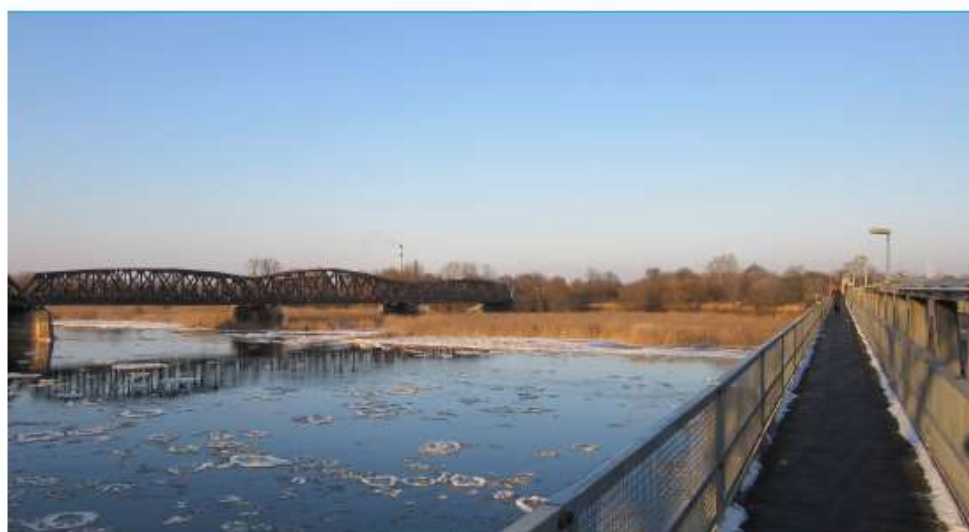
RODZINA 500+

http://kostrzyn.pl/index.php?option=com_content&view=article&id=8291:konsultacje... 26.08.2020

Figure 6 Notice on the website of the Kostrzyn nad Odrą City Hall

Obwieszczenie o upublicznieniu PZŚ dla zadania 1B.5/3

31.07.2020



OBWIESZCZENIE

podaje się do publicznej wiadomości, co następuje:

Z uwagi na stan zagrożenia epidemicznego w Polsce i w trosce o państwa bezpieczeństwo zdrowotne zmianie ulega formuła prowadzenia konsultacji publicznych projektu dokumentu PZŚ. Nie odbędzie się spotkanie otwarte dla wszystkich zainteresowanych lecz konsultacje przeprowadzone zostaną w formie elektronicznej przy wykorzystaniu dostępnych (bezpiecznych) kanałów komunikacji elektronicznej.

Państwowe Gospodarstwo Wodne Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie (PGW Wody Polskie RZGW w Szczecinie), Jednostka Realizująca Projekt Ochrony Przeciwpowodziowej w Dorzeczu Odry i Wisły (JRP) udostępniła zainteresowanym osobom i instytucjom [PROJEKT PLANU ZARZĄDZANIA ŚRODOWISKIEM](#) dla Kontraktu 1B.5/3 Przebudowa mostu w celu zapewnienia minimalnego prześwitu (Most kolejowy w km 615,1 rz. Odra w Kostrzynie nad Odrą) (nazywany dalej [PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM](#)) sporządzony w ramach Komponentu 1 – Ochrona przed powodzią Środkowej i Dolnej Odry, Podkomponent 1B – Ochrona przed powodzią na Środkowej i Dolnej Odrze.

Każdy zainteresowany może:

1. zapoznać się z [PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM](#) od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020 r. włącznie (17 dni roboczych) poprzez strony internetowe:
 - Państwowego Gospodarstwa Wodnego Wody Polskie Regionalnego Zarządu Gospodarki Wodnej w Szczecinie, pod adresem – www.wpdz.gov.pl;
 - Biura Koordynacji Projektu Ochrony Przeciwpowodziowej Dorzecza Odry i Wisły, pod adresem – www.odrapcu2019.odrapcu.pl;
 - Urzędu Miasta w Kostrzynie nad Odrą pod adresem – kostrzyn.pl
 - Projektu Ochrony Przeciwpowodziowej Dorzecza Odry i Wisły pod adresem – www.bs.rzgw.szczecin.pl ([Otwórz dokument](#))
1. składać uwagi i wnioski odnośnie [PROJEKTU PLANU ZARZĄDZANIA ŚRODOWISKIEM](#):

Environmental Management Plan

Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)

- w formie pisemnej na adres Państwowego Gospodarstwa Wodnego Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie, ul. Tama Pomorzańska 13 A, 70-030 Szczecin z dopiskiem „uwagi PZS Zadanie 1B.5/3 POPODOW”;
- w formie elektronicznej na adres e-mail: ProjektBS@wody.gov.pl;
- telefonicznie każdego dnia roboczego trwania upublicznienia pod nr telefonu +48 607 961 281 w godzinach 15.00-16.00,

w dniach od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020r. włącznie. Instytucją właściwą do rozpatrzenia uwag i wniosków jest PGW Wody Polskie RZGW w Szczecinie (osoba do kontaktu: p. Elwira Witek, adres e-mail: elwira.witek@wody.gov.pl).

W 17 dniu roboczym udostępnienia dokumentu, tj. w dniu 24 sierpnia 2020 r., o godz. 17.00-19.00 odbędzie się elektroniczne spotkanie konsultacyjne w formie webinarium, otwarte dla wszystkich zainteresowanych, na którym przedstawione zostaną informacje o PROJEKCIE PLANU ZARZĄDZANIA ŚRODOWISKIEM, umożliwiające również zadawanie pytań i składanie wniosków.

Aby wziąć udział w ww. webinarium, należy wejść na stronę <http://bs.rzgw.szczecin.pl/aktualnosci/>, gdzie we wpisie poświęconym spotkaniu konsultacyjnemu projektu Planu Zarządzania Środowiskiem dla Zadania 1B.5/3 zamieszczony będzie bezpośredni link do webinarium. Zostanie ono przeprowadzone w oparciu o program Microsoft Teams. Link oraz instrukcja „Krok po kroku” zostaną umieszczone na ww. stronie co najmniej 10 dni przed planowanym elektronicznym spotkaniem konsultacyjnym.

Obwieszczenie to zostało podane do wiadomości poprzez ogłoszenie w lokalnej prasie (Kurier Szczeciński, Gazeta Lubuska), wywieszenie na tablicy ogłoszeń Urzędu Miasta w Kostrzynie nad Odrą a także na stronach internetowych instytucji wskazanych powyżej.



STARSZA WIADOMOŚĆ

POWRÓT DO LISTY AKTUALNOŚCI

NOWSZA WIADOMOŚĆ





Announcement about the publication of the ENVIRONMENTAL MANAGEMENT PLAN for the Contract 1B.5 /3

31.07.2020



ANNOUNCEMENT

the following shall be made public:

Due to the state of the epidemic emergency in Poland and in the interest of your health safety, the formula of public consultations of the draft document of the EMP has been changed. There will be no meeting open to all interested parties, however the consultations will be conducted in an electronic form using available (safe) electronic communication channels.

The State Water Holding Polish Waters Regional Water Management Board in Szczecin (PGW Wody Polskie RZGW in Szczecin), the Project Implementation Office for the Odra - Vistula Flood Management Project (PIO) has made available to interested persons and institutions the draft of the **ENVIRONMENTAL MANAGEMENT PLAN** for the Contract 1B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą) (hereinafter referred to as the DRAFT ENVIRONMENTAL MANAGEMENT PLAN) prepared under the Component 1 - Flood Protection of the Middle and Lower Odra, Subcomponent 1B - Flood Protection on the Middle and Lower Odra.

Environmental Management Plan

Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the Odra River in Kostrzyn nad Odrą)

Anyone interested may:

1. read the Draft Environmental Management Plan from 31 July 2020 to 24 August 2020 inclusive (17 working days) via the websites of:

- State Water Holding Polish Waters Regional Water Management Board in Szczecin, at: szczecin.wody.gov.pl;
- Project Coordination Unit for the Odra - Vistula Flood Management Project, at: odrapcu2019.odrapcu.pl;
- Municipality Office in Kostrzyn at kostrzyn.pl
- Flood Protection Project for the Odra and Vistula Basin - ([CLICK HERE](#))

1. submit comments and requests on the DRAFT ENVIRONMENTAL MANAGEMENT PLAN:

- in writing to the address of the State Water Holding Polish Waters Regional Water Management Board in Szczecin, ul. Tama Pomorzańska 13 A, 70-030 Szczecin with the note "EMP Task 1B.5/3 OVFMP comments";
- in an electronic form to the e-mail address: ProjektBS@wody.gov.pl;
- by telephone every working day of the publication at +48 607 961 281 between 3.00 p.m. and 4.00 p.m., from 31 July 2020 to 24 August 2020 inclusive. The institution competent to consider comments and applications is the PGW Wody Polskie RZGW in Szczecin (contact person: Ms. Elwira Witek, e-mail address: witek@wody.gov.pl).

On the 17th working day of making the document publicly available, i.e. on 24 August 2020, between 5 p.m. and 7 p.m., an electronic consultation meeting in the form of a webinar will be held, open to all interested parties, during which information about the DRAFT ENVIRONMENTAL MANAGEMENT PLAN will be presented, and it will be possible to ask questions and submit requests.

In order to take part in the above mentioned webinar, please go to <http://bs.rzgw.szczecin.pl/aktualnosci/>, where a direct link to the webinar will be provided in the post dedicated to the consultation meeting of the Draft Environmental Management Plan for the Task 1B.5/3. The webinar will be based on the Microsoft Teams program. The link and the "step-by-step" instruction will be placed at the above page at least 10 days before the planned electronic consultation meeting.

This announcement was made public by an announcement in the local press (Szczecin Supplement to Kurier Szczeciński, Gazeta Lubuska), putting on the announcement board of Municipality Office in Kostrzyn nad Odrą, as well as on the websites of the institutions indicated above.

Figure 7 Notice on the Project website – bs.rzgw.szczecin.pl

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rodziny bezpieczeństwo w sieci

Gazeta Lubuska
Porek, 31.07.2020

OBWIESZCZENIE

podaje się do publicznej wiadomości, co następuje:

Z uwagi na stan zagrożenia epidemicznego w Polsce i w trosce o zdrowie i bezpieczeństwo obywateli zmianie ulega forma prowadzenia konsultacji publicznych projektu dokumentu PZS. Nie odbędzie się spotkania otwarte dla wszystkich zainteresowanych lecz konsultacje przeprowadzone zostaną w formie elektronicznej przy wykorzystaniu dostępnych (bezpłatnych) kanałów komunikacji elektronicznej.

Parlamentaryzmem Gospodarki Wodnej Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie (PGW Wody Polskie RZGW w Szczecinie), Jednostka Realizująca Projekt Ochrony Przemysłowo-rolniczej w Szczecinie Odra i Wąły (URP) udostępniła zainteresowanym osobom i instytucjom **PROJEKT PLANU ZARZĄDZANIA ŚRODOWISKIEM** dla Zatrętki 28.5/3 Przebudowa mostu w celu zapewnienia minimalnego przebiegu (Most kolejowy w km 615.1 rz. Odra w Kostrzynie nad Odrą) (nazwy w skrócie **PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM**) sporządzony w ramach Komponenta 1 – Ochrona przed powodzią Środkowej i Dolnej Odry, Podkomponent 2B – Ochrona przed powodzią na Środkowej i Dolnej Odry.

- Kadry zainteresowanych osób:
- A) osobami z **PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM** od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020 r., włącznie (37 dni roboczych) poprzez strony internetowe:
 - Portalowego Gospodarki Wodnej Wody Polskie Regionalnego Zarządu Gospodarki Wodnej w Szczecinie, pod adresem – www.szczecin.wody.gov.pl;
 - Biura Kostrzyńskiej Projektu Ochrony Przemysłowo-rolniczej Doradca Odra i Wąły, pod adresem – www.cofact@szczecin.wody.gov.pl;
 - Urzędu Miasta w Kostrzynie nad Odrą pod adresem – www.kostrzyn.gov.pl;
 - Projektu Ochrony Przemysłowo-rolniczej Doradca Odra i Wąły pod adresem – www.biurogospodarki.wody.gov.pl

- B) osobami z uwagi i w całości odczytania **PROJEKTU PLANU ZARZĄDZANIA ŚRODOWISKIEM**:
- w formie pisemnej na adres Parłamentarnej Gospodarki Wodnej Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie, ul. Tama Forteczna 13.A, 70-030 Szczecin z dopiskiem „uwagi PZS Zadania 28.5/3 POPROW”;
 - w formie elektronicznej na adres e-mail: ProjektPZS@wody.gov.pl;
 - telefonicznie każdego dnia w roboczym trybie publikacji na nr telefonu +48 907 963 281 w godzinach 15.00-18.00, w dniach od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020 r. włącznie. Instytucje elektronicznie do rozpatrzenia uwag i uwagów jest PGW Wody Polskie RZGW w Szczecinie (można do kontaktu p. Dżena Wikat, adres e-mail: dżena.wikat@wody.gov.pl).

W 17 dnia roboczym udostępnienie dokumentu, tj. w dniu 24 sierpnia 2020 r., o godz. 17.00-18.00 odbędzie się elektroniczne spotkanie konsultacyjne w formie webinariów, otwarte dla wszystkich zainteresowanych, na którym przedstawione zostaną informacje o **PROJEKcie PLANU ZARZĄDZANIA ŚRODOWISKIEM**, umieszczone zostaną również zadawania pytań i odpowiedzi na nie.

Aby wziąć udział w ww. webinarium, należy wejść na stronę <http://biurogospodarki.wody.gov.pl/konsultacje/>, gdzie na specjalnie przygotowanym spotkaniu konsultacyjnym z projektu Planu Zarządzania Środowiskiem dla Zadania 28.5/3 zamieszczony będzie bezpośredni link do webinarium. Zostanie ono przeprowadzone w oparciu o program Microsoft Teams. Link oraz instrukcje „Krok po kroku” zostaną umieszczone na ww. stronie za pomocą 10-dni przed planowanym elektronicznym spotkaniem konsultacyjnym.

Obwieszczenie to zostało opublikowane w wiadomości poprzez ogłoszenie w lokalnej prasie (Gazeta Lubuska), Gazeta Lubuska, w tymczasie na tablicy ogłoszeń Urzędu Miasta w Kostrzynie nad Odrą a także na stronach internetowych instytucji wskazanych powyżej.



OK.2842.2.2.2020.AC

STAROSTA STRZELCKO-DREZDENECKI

podaje do publicznej wiadomości wyciąg z ogłoszenia o II przetargu na sprzedaż ruchomego, stanowiącego własność Skarbu Państwa – Starosty Strzelecko-Drezdeńskiego, przysięgłego od firmy SUP – ROL sp. z o.o. z siedzibą w Niegolicach.

Ogłoszenie o nabyciu
Przedmiotem przetargu są składniki ruchome majątku ruchomego, stanowiące sprzęt inżynierski, pogrupowane są oraz wycenione na podstawie powyżej 1206,00 zł (słownie: jeden tysiąc i sześćdziesiąt sześć zł) oraz 1900,00 zł (słownie: dwa tysiące i dziewięćset zł) w wycenieniu 3406,00 zł (słownie: trzy tysiące czterysta sześćdziesiąt i sześć zł) w wycenieniu 5406,00 zł (słownie: pięć tysięcy czterysta sześćdziesiąt i sześć zł).

Ogłoszenie o przetargu
Pracę odbędzie się w dniu 19 sierpnia 2020 r. o godz. 10.00 w siedzibie Starostwa Powiatowego w Strzelcach Kujawskich, ul. Ka. St. Wyszyńskiego 7, sala 290 – Egiptko.

W przetargu mogą wziąć udział osoby fizyczne i prawne, które uzyskały udział w formie pisemnej, w określonej wysokości, z zachowaniem, na jaki dot. na konto Powiatu Strzelecko-Drezdeńskiego w Strzelcach Kujawskich o nr 14 1020 1432 0000 0202 0360 4870.

Materiały wiadomości wyciągów są na terenie Powiatu Strzelecko-Drezdeńskiego rozprowadzane do dnia 14 sierpnia 2020 r. Szczegółowe informacje dotyczące przetargu można uzyskać w Wydziale Zarządzania, Kancelarii i Kasa Starostwa Powiatowego w Strzelcach Kujawskich, ul. Ka. St. Wyszyńskiego 7, II piętro, pokój 204, w godzinach: poniedziałek 7:00-17:00, wtorek – czwartek 7:30-16:30, piątek 7:30-15:30, tel. 995 963 79 14.
Rękojmię, gwarancja o przetargu wyrażona na listy gotówce w siedzibie Starostwa Powiatowego w Strzelcach Kujawskich, przy ul. Ka. St. Wyszyńskiego 7, na okres 14 dni, tj. od dnia 15.07.2020 r. do dnia 15.08.2020 r., na stronie internetowej Powiatu Strzelecko-Drezdeńskiego pod adresem: www.fel.pl (zakładka lista ogłoszeń), wytytuł z ogłoszenia: „opublikowanie w Gazecie Lubuskiej” w dniu 31.07.2020r.

Starosta Strzelecko-Drezdeński
(i) Niegolice Kwart

WSPÓLNIE Z DZIEĆMI STWÓRZ BEZPIECZNĄ CYBERPRZESTRZEŃ

Cyfrowa rzeczywistość bywa zagrożeniem. Grooming, flanking, happy slapping - przed czym chronić dzieci?

Interwyt
Katarzyna Skąpiec
Jaka to cyberprzestrzeń?

Komputer to narzędzie, które umożliwia bezpieczny dostęp do Internetu i nie wpływa na komfort życia. Dzieci nie powinny płacić rachunków bez wychodzenia z domu, dokonywać zakupów czy komunikować się z przyjacielami. Z tych powodów należy korzystać również z sieci. Co głąb spędzają przed komputerem zbyt dużo czasu?



Rozmawiaj z dzieckiem o tym, co może znaleźć w sieci

Elektronika uzależnia i szkodzi zdrowiu dzieci

Według danych Fundacji Dajemy Dzieciom Siłę problematyczne użycie Internetu (PIUI) występuje u 72 procent nastolatków w wieku 12-17 lat. Część nastolatków, jeśli pozostawi się im dostęp do Internetu, może wykazywać objawy „odstawienia”, takie jak rozdrażnienie, napady złości czy nawet agresję - przyznaje Wojciech Polak, psychologiczny i ekspert z zakresu cyberbezpieczeństwa. Ponadto, dziecko, które nawet na krótko czas traci możliwość kontaktu z rówieśnikami - stawia sobie w social mediach, obserwując, że przestało być przez nich akceptowane. Skutkuje to problemami emocjonalnymi, zaburzeniami snu, czy kłopotami z nauką.

Dzieci i młodzież mająca problem z uzależnieniem od urządzeń elektronicznych może być bardziej wycofana z kontaktów społecznych w realnym życiu. Ponadto, mogą pojawić się problemy z koncentracją, niechęć do wychodzenia z domu, ciągły zmęczenie, smutek czy poczucie samotności. Dlatego tak ważna jest obserwacja ich zachowania, rozmowa, budowanie bliskości i zaangażowanie w życie rzeczywiste. Jeśli zauważymy jakiegoś niepokojące objawy, nie bagatelizujmy ich. Warto też zwrócić uwagę, że problematycznym użytkownikiem Internetu to często dowiadujemy się z okazji nastolatka w wieku 12-17 lat - tłumaczy Wojciech Polak.

Nauk dziecko weryfikować informacje znajdujących w sieci

W Polsce ponad połowa młodych w rodzinie od 6 mie-

sięcy do 6,5 lat ma w rękach telefon lub tablet. Nawet o czwartku aktywnie korzystają z Internetu. - Internet to ogromne źródło wiedzy, a także doskonały sposób do komunikacji między ludźmi. Musimy mieć jednak świadomość, że wirtualny świat może okazać się wyjątkowo niebezpiecznym miejscem, jednym z największych sportów i najpoważniejszych zagrożeń jest cyberbullying - cyfrowe wywołanie agresji i nękania nowoczesnych technologii. Na przestrzeni lat ujrzały się różne jego odmiany, od nękania, groźb, publikowania obraźliwych treści czy informacji, po wrzucanie konfliktów i nakłanianie do agresji werbalnej, a także wrodzenie nienależytych postaw psychologicznych Magdaleny Lange-Rachwał.

Flanking i happy slapping - to określenia nazwy tożsame z innymi jak ostra forma różnych form cyberbullyingu. Niektóre z nich, jak grooming pojawiły się w kontekście Internetu jako nowy rodzaj przemoc. Grooming to wywołanie agresji i nękania poprzez Internet, to namierzanie kontaktu z dzieckiem, nierzadko okazywanie go, by zdobyć jego zaufanie i nakłonić do czynności seksualnych. Zagrożenie to zdaje się z roku na rok coraz więcej, a przyczynia się do tego, m.in. nowe zjawisko wirtualnego flanking - dzielenie, parowanie - molestowanie.

- Sharinging to wytykanie, którą najczęściej możemy obserwować na profilach mediów społecznościowych. Nieświadomi niebezpieczeństw

rodzice wstawiają zdjęcia swoich maluchów niemal każdego dnia, udostępniając jednocześnie swoją informację na temat aktualnego życia i przebiegu dnia dziecka, ulubionych miejsc zabaw czy miłośników, a wszystko to stanowi doskonałe źródło wiedzy i może być wykorzystane w negatywny sposób także - w skrajnych przypadkach - przez ataki pedofilskie - podpowiada Magdalena Lange-Rachwał.

Flanking i happy slapping to forma przemoc, która polega na fizycznym ataku przedmiotów osobę i nagrania co innego wydarzenia, aby umieszczyć je w sieci. Ten proceder łączy ze sobą przemoc offline z agresją online.

Głównym źródłem sensu i wartości emocjonalnej, ale także fizycznej wpływ elektronicznej - telewizora, komputera, smartfona - na dziecko. Dzieci mają coraz więcej problemów ze skupieniem się na wykonywanym zadaniu, a także trudniej im dłuższy czas poświęcić jednej czynności. U podstaw zaburzeń związanych z uzależnieniem często leży depresja i zaburzenia lękowe takie jak fobia społeczna czy szkolna.

Każda zmiana w zachowaniu dziecka powinna zwrócić naszą uwagę. ©

Figure 8 Notice in the supplement to Gazeta Lubuska dated 31.07.2020 r.

Jakie pomysły zgłoszono do SBO 21?

Nie tylko pomniki Jacksona i Szatana

W najnowszej edycji Szczecińskiego Budżetu Obywatelskiego 2021 projekty. Mieszkańcy mogą się już z nimi zapoznać. Niektóre są oryginalne, nowatorskie, praktyczne, zabawne. Ale jeden, już odrzucony podczas weryfikacji, budzi zdumienie i wywołuje ciarki na plecach.

Co roku projekty zgłoszone do Szczecińskiego Budżetu Obywatelskiego przechodzą kilka etapów weryfikacji. Pomysły, które pozytywnie przejdą całą procedurę i zostaną zatwierdzone przez Zespół Opiniujący składający się z przedstawicieli mieszkańców Szczecina, organizacji pozarządowych, rad osiedli i Młodzieżowej Rady Miasta Szczecina, trafiają na listę do głosowania. Mieszkańcy wybiorą najlepsze z nich w listopadowym głosowaniu.

Miasto ujawniło, jakie pomysły złożyli szczecinianie w najnowszej edycji SBO. Wśród wielu dotyczących remontów ulic, chodników, jezdní, zagospodarowania terenów zielonych itp. pojawiają się także wiele oryginalnych projektów.

Wśród nich np. tzw. parki ieszonkowe na osiedlu Słonecznym oraz przy ulicy Dworcowej. Ten drugi miałyby także upamiętniać dawnych mieszkańców Szczecina wyznania mojżeszowego, którzy 9-10 listopada 1838 roku – w trakcie tzw. Nocy Kryształowej zostali wywiezieni przez hitlerowców do obozów zagłady. Kolejny projekt pt. „Ciechocinek na Pomorzaniech” zakłada stworzenie w tej dzielnicy Szczecina fontanny solankowej wypełnionej galzankami silytu lub brzozyowymi wicikami.

Kolejny pomysł to budowa pierwosza w Polsce toru dla ro-

werów elektrycznych i MTR, czyli tzw. e-bike Park.

Ekologiczny basen na Odrze – to projekt zakładający powstanie basenu w Wyspie Grodzkiej z wraku barki lub prosa, podobnego do istniejących obiektów w Berlinie i Antwerpii (wrak barki miałyby być pozyskany ze złomowiska).

Następna propozycja to zamiana Jasných Błot, na czas Finału Łągi Mistrzów, w strefę kibica. Na dużym ekranie miliony piłki nożnej mogłyby obejrzeć na wielkim powietrznym meczu najlepszych drużyn Europy Miasto zaplanowało laweczki, koczki, leżaki oraz telebim z wysokiej jakości obrazem i profesjonalną nagłośnieniem. Do tego mała gastronomia.

Jeden ze szczecinian zgłosił pomysł upamiętnienia głazem narzutowym nad Jeziorom Głębokim pobytu w stołecy Pomorza Zachodniego w latach 1947-48 wybitnego polskiego poety Tadeusza Białowicza. Ale to niejedyny pomysł pomnika zgłoszony do SBO 21. Szczecinianie proponują także postumenty Floriana Krygiera przy stadionie przy ulicy Twardowskiego, Michała Jacksona w alei Piastów, Anonimowych Bohaterów na placu Żołnierza np. lekarza, pracowników służb technicznych, krwiodawcy, psa ratownika, wojownika, buszara i żołnierza, dawcy organów, pilotka, pilota, marynarza, strażaka,



Do zgłaszania projektów zachęcano nawet w tak oryginalny sposób.

foto: Agnieszka

sybrańców, Czesława Niemena przy amfiteatrze w parku Kasprzowica, Sedyń na placu Tuhurackim, rzeźbę przedstawiającą człowieka na kuli ziemskiej na drabinię patrzacego w kosmos, obracającego się zgodnie z ruchem Ziemi oraz (odrzucony przez komisję oceniającą projekty) pomysł wybudowania przy placu Adamowicza instalacji artystycznej, która powstałaby na planie gwiazdarni i cyfr DNA, mogłoby być Białobłota (inaczej Szatana) Według pomysłodawcy, miałyby to być nowe atrakcje turystyczne Szczecina. Jak sam stwierdził w uzasadnieniu projektu: „dość mogłoby usiąść na łoknach Szatana i zrobić sobie z nim pamiątkowe zdjęcie”

Co jeszcze zaproponowali szczecinianie? Stworzenie Alei

Szczecińskich Olimpijczyków przy hali Netto Arena. Bezpieczna Warszawańskie – bezpłatne zajęcia z samoobrony i kick fit, przede wszystkim, dla mieszkank tey dzielnicy, festiwal balonowy, letnie kino plenerowe przy Starwie Brodowskim, po tysiąc bodźek legowych dla języków i dziupliaków, odwołanie istniejącego przedwojnia w parku Kasprzowica z lipkami – ogrodu zbliżowanego ze skał i roślinności wysokogórskiej ze sztafeta skłą wspinaczkowa, park trampolin, plażę nad Odrą na Skołwinie, linową kładkę dla pieszych wiszącą pomiędzy nitką wjazdową i wjazdową Trasy Zamkowej mająca być atrakcją turystyczną i ułatwiająca szybkie przystąpienie się na drugą stronę

Odry; renowacja bramy wjazdowej do dawnej Papierni Skołwin i utworzenie Łaty Pamięci tych zakładów; Studenckie Wielkie Grillowanie, system podziemnych ścieków; muralu na Drzewowie „Szczecin Mój Miastem, Płoną Mój Życiem”, specjalnego szlaku turystycznego znanych szczecińskich kobiet (m.in. eryzy Katarzyny II, Sydonii von Bork, Dity Parlo, Helony Karuzusowej, Janiny Szczecińskiej, Heleny Majdaniec). Ponadto propozycja odbudowanie wieży Quistorpa w Lesie Arkotiskim i utworzenie punktu widokowego oraz kawiarni, ekspozycje w różnych punktach miasta kilkadziesiąt kotwice wydobyczych podczas prac podziemnych, związanych z przebudową toru wodnego Szczecin – Świnoujście, zakup specjalistycznego sprzętu poszukiwawczego do badania obiektów historycznych w Szczecinie. Ze szczegółami wszystkich projektów można się zapoznać na stronie www.sbo.szczecin.eu w zakładce „zgłoszone projekty”.

W edycji Szczecińskiego Budżetu Obywatelskiego 2021 całkowita pula środków przeznaczonych na projekty mieszkańców wynosi 14 000 000 zł. Kwota przeznaczona na projekty lokalne realizowane w 22 obszarach wynosi 10 234 258 zł, natomiast na projekty ogólnomiastowe – 4 381 825 zł. Środki finansowe przeznaczone na realizację projektów wybranych przez mieszkańców w SBO pochodzą z budżetu miasta i stanowią min. 0,5 proc. wszystkich wydatków gminy. (tj)

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OBWIESZCZENIE

podaje się do publicznej wiadomości, co następuje:

Z uwagi na stan zagrożenia epidemicznego w Polsce i w trosce o państwa bezpieczeństwa zdrowotne zmianie ulega forma prowadzenia konsultacji publicznych projektu dokumentu PZS. Nie odbędzie się spotkanie otwarte dla wszystkich zainteresowanych lecz konsultacje przeprowadzone zostaną w formie elektronicznej przy wykorzystaniu dostępnych (bezpiecznych) kanałów komunikacji elektronicznej.

Parlamentaryzmu Gospodarkę Wodną Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie (PGW Wody Polskie RZGW w Szczecinie), Jednostka Realizująca Projekt Ochrony Przeciwpowodziowej w Dorzeczu Odry i Wzły (LRP) udostępnia zainteresowanym osobom i instytucjom **PROJEKT PLANU ZARZĄDZANIA ŚRODOWISKIEM** dla Kanału 1B.5/3 Przebudowa mostu w celu zapewnienia minimalnego prześwitu (Most) kolejowy w km 615.1 rz. Odry w Kostrzynie nad Odrą (nazwany dalej **PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM**) sporządzone w ramach Kierownictwa 1 – Ochrona przed powodzią Środkowej i Dolnej Odry, Podkomponent 1B – Ochrona przed powodzią na Środkowej i Dolnej Odry.

Każdy zainteresowany może:

A) zapoznać się z **PROJEKTEM PLANU ZARZĄDZANIA ŚRODOWISKIEM** od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020 r. włącznie (17 dni roboczych) poprzez stronę internetową:

- Portalowego Gospodarkę Wodną Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie, pod adresem – www.szczecin-wody.gov.pl
- Biura Kierownictwa Projektu Ochrony Przeciwpowodziowej Dorzecza Odry i Wzły, pod adresem – www.odrapcz2013.odrapcz.pl
- Urzędu Miasta w Kostrzynie nad Odrą pod adresem – www.kostrzyn.pl
- Projektu Ochrony Przeciwpowodziowej Dorzecza Odry i Wzły pod adresem – www.bu.rzgw.szczecin.pl

B) składać uwagi i wnioski odnośnie **PROJEKTU PLANU ZARZĄDZANIA ŚRODOWISKIEM**:

- w formie pisemnej na adres Parlamentaryzmu Gospodarkę Wodną Wody Polskie Regionalny Zarząd Gospodarki Wodnej w Szczecinie, ul. Tama Pomorzanska 13 A, 70-030 Szczecin z dopiskiem „ujawy PZS Zadanie 1B.5/3 POPDOW”;
- w formie elektronicznej na adres e-mail: ProjektBS@wody.gov.pl;
- telefonicznie każdego dnia roboczego trwania upublicznienia pod nr telefonu +48 607 961 281 w godzinach 15.00-16.00;
- w dniach od dnia 31 lipca 2020 r. do dnia 24 sierpnia 2020r. włącznie. Instytucja włączająca do rozpatrzenia uwag i wniosków jest PGW Wody Polskie RZGW w Szczecinie (osoba do kontaktu: p. Elwira Wilk, adres e-mail: elwira.wilk@wody.gov.pl).

W 17 dniu roboczym udośćpnienia dokumentu, tj. w dniu 24 sierpnia 2020 r., o godz. 17.00-19.00 odbędzie się elektroniczne spotkanie konsultacyjne w formie webinarium, otwarte dla wszystkich zainteresowanych, na którym przedstawiane zostaną informacje o **PROJEKcie PLANU ZARZĄDZANIA ŚRODOWISKIEM**, umożliwiające zostanie również zadawanie pytań i składanie wniosków.


Aby wziąć udział w ww. webinarium, należy wejść na stronę <http://bu.rzgw.szczecin.pl/aktualnosci>, gdzie we wpisie poświęconym spotkaniu konsultacyjnemu projektu Planu Zarządzania Środowiskiem dla Zakładu 1B.5/3 zamieszczony będzie bezpośredni link do webinarium. Zdobanie ono przeprowadzone w oparciu o program Microsoft Teams. Link oraz instrukcja „Krok po kroku” zostaną umieszczone na ww. stronie co najmniej 10 dni przed planowanym elektronicznym spotkaniem konsultacyjnym. Obwieszczenie to zostało podane do wiadomości poprzez ogłoszenie w lokalnej prasie (Kurier Szczeciński, Gazeta Lubuska), wywieszenie na tablicy ogłoszeń Urzędu Miasta w Kostrzynie nad Odrą a także na stronach internetowych instytucji wskazanych powyżej.


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Figure 9. Notice in Kurier Szczeciński dated 31.07.2020 r.

Environmental Management Plan
Contract 1.B.5/3 Reconstruction of bridge to ensure a minimum clearance (Railway bridge at km 615.1 of the
Odra River in Kostrzyn nad Odrą)

Figure 9 Notice in Kurier Szczeciński dated
31.07.2020r.





**PROJEKT OCHRONY PRZECIWPOWODZIOWEJ W DORZECZU ODRY I WISŁY
POŻYCZKA nr 8524-PL**

*Sweco Consulting sp. z o.o. – Lider JV, ul. Lyskowskiego 16, 71-641 Szczecin
Tel. 605 071 242, email: odra.szczecin@sweco.pl*

Nr pisma: POPDOW-OG.101.9.2020 Szczecin, dnia 31.07.2020

ZAPROSZENIE

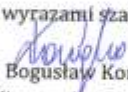
Szanowni Państwo,

W związku z trwającym procesem upublicznienia PROJEKTU PLANU ZARZĄDZANIA ŚRODOWISKIEM, dla Kontraktu 1B.5/3 *Przebudowa mostu w celu zapewnienia minimalnego prześwitu (Most kolejowy w km 615,1 rz. Odry w Kostrzynie nad Odrą)* sporządzonego w ramach realizowanego Projektu Ochrony Przeciwpowodziowej w Dorzeczu Odry i Wisły (Komponent 1 – Ochrona przed powodzią Środkowej i Dolnej Odry, Podkomponent 1B – Ochrona przed powodzią na Środkowej i Dolnej Odrze), współfinansowanego ze środków Banku Światowego, mamy przyjemność zaprosić Państwa do wzięcia udziału w otwartym spotkaniu, na którym przedstawione zostaną informacje o PROJEKCIE PLANU ZARZĄDZANIA ŚRODOWISKIEM, przeprowadzone zostaną publiczne dyskusje na temat dokumentu oraz uwag złożonych w ramach procesu upublicznienia oraz w trakcie przedmiotowego spotkania.

Webinarium informacyjne odbędzie się po zakończeniu procesu upublicznienia, w dniu 24.08.2020 r. o godz. 17.00-19.00, pod adresem: <http://bs.rzgw.szczecin.pl/aktualnosci/>, gdzie we wpisie poświęconym spotkaniu konsultacyjnemu projektu Planu Zarządzania Środowiskiem będzie bezpośredni link do webinarium.

Szczegółowe informacje na temat możliwości zapoznania się z dokumentacją oraz wnoszenia uwag znajdują się w obwieszczeniu, dołączonym do niniejszej korespondencji.

Uprzejmie prosimy o potwierdzenie udziału w spotkaniu, za pomocą poczty elektronicznej na adres: odra.szczecin@sweco.pl lub pod numerem telefonu +48 605 071 242.

Z wyrazami szacunku

Bogusław Konopko
Z-ca Kierownika Projektu

Oczymula:
1. Adresat
2. a/a

Załączniki:
1. obwieszczenie o upublicznieniu PZS

Figure 10 Invitation to the meeting sent to representatives of local governments, private individuals, and NGOs

9. ORGANISATIONAL STRUCTURE OF THE EMP IMPLEMENTATION

The Task, which is the subject of this EMP is implemented within the framework of the Odra - Vistula Flood Management Project (see section 2.1), co-financed from the World Bank funds. Therefore, the structure of supervision of the implementation of the EMP must comply with both Polish law and the World Bank's requirements.

9.1. PROJECT COORDINATION UNIT FOR THE ODRA - VISTULA FLOOD MANAGEMENT PROJECT (PCU OVFMP)

The overall coordination of the implementation of particular EMPs within the Project is the responsibility of the Project Coordination Unit (PCU), which functions as an organisational unit within the structures of the National Water Management Authority (KZGW), which is an organisational unit of the State Water Management Polish Waters.

The tasks of Project Coordination Unit for the OVFMP include, inter alia:

- Management of tasks of Project Implementation Offices and Units (PIU) in the scope of implementation of tasks in Projects,
- Technical assistance and support of PIU in the implementation of the tasks in Projects, including the application of World Bank procedures on procurement, environmental protection, and social issues,
- Preparation of annual works programmes for Projects and assessment of their progress,
- Supervising the works in Projects and assessment of their progress,
- Ongoing control and monitoring of funds allocated for the implementation of Projects and participation in the management of funds for Projects,
- Reporting, including preparation and submission of quarterly reports on the implementation of the Projects to the World Bank, the CEB, and the Steering Committee.

9.2. PROJECT IMPLEMENTING UNIT (PIU) AND PROJECT IMPLEMENTATION OFFICE

The entity directly responsible for the implementation of the Task and monitoring the progress of its implementation will be the Project Implementing Unit (PIU), i.e. the State Water Holding Polish Waters Regional Water Management Board in Szczecin.

In connection with the implementation of the OVFMP Project, the Project Implementation Office (PIO) was separated within the structure of the PIU, constituting a separate organisational unit and supervised by the Chairman of the State Water Holding Polish Waters. Such a structure is transparent and has a very high decision-making level, which increases the effectiveness of the Project implementation. As a part of the supervision of the implementation of the EMP, the PIO performs the following tasks:

- monitoring of the EMP implementation progress;

- financial management and accounting;
- drawing up the necessary reports for monitoring the implementation of the EMP and coordinating its implementation by all services involved in the implementation of the EMP;

The scope of responsibilities of the PIO employees related to the supervision of the implementation of the EMP is as follows:

- managing, coordinating and supervising the implementation of the EMP by the Consultant and the Contractor;
- direct supervision of the proper implementation of the Task;
- cooperation with the PCU;
- administrative and legal supervision of the implementation of the EMP;
- verification of reports on the implementation of the EMP prepared by the Consultant and the Contractor;
- exercising financial supervision of the implementation of the EMP;
- supervision of the correctness of the application of formal procedures in the implementation of the EMP, resulting, inter alia, from the requirements of the Contract, *Construction Law*, *Environmental Protection Law* and other relevant administrative decisions and legal acts.

9.3. CONSULTANT / ENGINEER

The role of the Consultant/ Engineer is to support PIU (State Water Holding Polish Waters Regional Water Management Board in Szczecin) in the effective implementation of the entire investment process - from the preparation of the project to its settlement.

The Consultant/Engineer was selected using the QCBS (Selection based on quality and price) method, in accordance with the "*Guidelines for Selection and Employment of Consultants by World Bank Borrowers*".

In accordance with the planned structure of the Engineer – Technical Support Consultant team, at the stage of works implementation, the Engineer's Team (supervision inspectors in cooperation with the environmental team, coordinated by the Key Environmental Expert) will supervise the proper performance of construction works and the compliance with and implementation of the provisions of the EMP. Apart from the Key Expert, three experts are to be involved in the environmental team, including two who will be involved in the ongoing monitoring of the implementation of the EMP by the Contractor, including reporting and documenting activities related to the supervision of the implementation of the EMP, and one expert who will provide substantive support to the Key Expert during the implementation of the construction contract, especially in situations related to, e.g., the need to resolve differences in the opinions of the Contractor's and the Engineer's team.

Social issues will be monitored during the execution stage by the Consultant's real estate team, coordinated by the key real estate expert, who will work closely with the team of construction supervision inspectors.

The Consultant/ Engineer is obliged to supervise the implementation of the EMP, in accordance with the scope specified in the Consultant/ Engineer contract, which will include, inter alia:

- monitoring the implementation of the EMP;
- monitoring the activities of the Contractor;
- checking the quality of construction works carried out by the Contractor and installed construction products, and in particular preventing the use of defective construction products and construction products not permitted for use in the construction industry;
- representing RZGW in Szczecin on the construction site by controlling the compliance of its implementation with the project and permit for execution, environmental regulations and technical knowledge principles;
- supervising all issues related to the environmental protection by specialists in the field of environmental protection and other Engineer's personnel;
- constant monitoring of the correctness of execution of measures mitigating the negative impact on the environment;
- carrying out additional tests in case of the need to verify the Contractor's reports;
- identification of problems resulting from the harmful impact of the execution of construction works on the environment and presenting proposals for solving these problems;
- checking and acceptance of construction works that will be covered or removed from sight and preparing and participating in the acceptance activities of finished construction works and their commissioning;
- confirmation of actually executed works and remedying of defects, as well as, at the request of the Investor, control of construction settlements.

9.4. CONTRACTOR

In order to carry out the construction works, a Contractor will be selected, which will be responsible for the implementation of the EMP.

There shall be the EMP Coordinator – a person designated in Contractor's team to coordinate and monitor the measures involved in EMP implementation. Throughout the duration of the Contract, the Contractor will ensure the participation of environmental experts as required. The Contractor will appoint specialists in the following fields: botanist / phytosociologist, dendrologist, herpetologist, ornithologist, teriologist, chiropterologist, entomologist. The work of the team of experts will be coordinated by the EMP Contractor's Coordinator.

The Contractor will also have in his Team, available throughout the duration of the Contract, an OSH Specialist responsible for implementing OSH and ES issues.

The Contractor's obligations in this respect include:

- execution of construction works according to the rules specified in the EMP, in accordance with the contractual terms and conditions and the design documentation, and in accordance with applicable laws and requirements of administrative decisions issued for the Task;
- implementation of the Engineer's recommendations (including environmental supervision specialists and investor supervision inspector) concerning the implementation of the EMP;
- ensuring that the following are prepared prior to the commencement of construction: the Health and Safety Protection Plan (BIOZ) plan, the Waste Management Plan, the Construction Site Flood Protection Plan for the duration of works as well as other documents indicated in the EMP and contractual conditions;
- ensuring compliance with the provisions of the ES Code of Conduct, including these on the elimination of discriminatory behaviour and the risk of sexual abuse, mistreatment for sexual exploitation and sexual harassment.
- keeping the construction site documentation;
- preparation of monthly reports and inspection reports;
- preparation of reports on environmental protection;
- applying to the Investor for changes in design solutions, if it is justified by the need to increase the safety of construction works or improve the construction process in the scope concerning the implementation of the EMP.

10. TIME SCHEDULE FOR THE EMP IMPLEMENTATION AND REPORTING PROCEDURES

The implementation of the EMP enables the parties involved in the preparation, implementation and supervision of the Task:

- identification of various environmental aspects with a significant impact on the condition of the environment, thanks to which they can be controlled, corrected, mitigated, but - as the result - they bring economic effects;
- correction of adverse effects of the works carried out during the implementation for the benefit of the environment and financial results;
- determination of objectives and tasks implemented within the adopted environmental policy, covered by the EMP, which require expenditures and bring notable effects;
- identification and elimination of potential risks and accidents, prevention and elimination of environmental effects, which may be related to them and entail losses disproportionate to the preventive costs of the loss;
- rational use of natural assets, with minimal environmental losses and optimal cost generation.

Moreover, the implementation of recommendations and actions resulting from the EMP may reduce or even eliminate the risk on the Contract, in particular:

- risk of omission of the environmental protection issues in the process of the Task implementation by the Contractor;
- risk of escalation of protests of local communities as the result of the Contractor's failure to comply with the work technology and environmental procedures approved by the Engineer;
- risk of additional environmental penalties;
- risk of incurring additional losses in the environment.

Taking into account the importance of issues determining the environmental and social conditions, the following procedures for the implementation of the EMP are envisaged:

- before selecting the Contractor, the Employer will submit a draft of this EMP to the World Bank for its opinion;
- the EMP will then be subject to public consultation;
- after the public consultation (and supplementing the document with the results of the consultation), the EMP will be completed and the final version will be submitted to the World Bank for approval;
- after the approval of the EMP by the World Bank, the final document will be included in the bidding documentation for the selection of the Contractor;
- all activities of the Contractor shall be reported at regular intervals (monthly), in the Polish and English language, if necessary, in paper and electronic form, with regard to

the obligations arising from the EMP and other contract documents. These reports will be subject to approval by the Engineer and the Employer.

- In the work schedule, the Contractor will take into account the conditions of implementation of Tasks arising in the EMP, including in particular time limits for the implementation of selected works due to the requirements in the field of nature protection and local society.

At the stage of the works implementation, it is planned that the Contractor will prepare collective reports on environmental monitoring, confirmed by specialists of the environmental team of the Contractor's team, approved by the environmental supervision of the Engineer. The detailed scope of the report will be determined by the Engineer (commencement report, periodical - monthly, quarterly, ad-hoc, closing), he / she will also determine the dates of their execution. The Contractor's environmental team shall also prepare periodic reports, submitted to the environmental protection authorities in writing in accordance with the requirements of administrative decisions issued in connection with the implementation of the Task by these authorities. These reports (in advance, two weeks before the date of submission to the authority) shall be submitted to the Engineer.

The Project reporting system will be based, however, on monthly reports submitted by Contractors to the PIO through the Engineer and on monthly reports from the Engineer. As a part of the monthly reports or as a separate document, monthly reports on the implementation of the EMP (Contractor and Engineer) will also be prepared. Collective quarterly reports will also be prepared on this basis.

The PIU shall submit quarterly reports to the PCU in the part concerning the tasks carried out by them. They will contain the required set of information and descriptions to enable the PCU to prepare a quarterly report on the Project. Moreover, especially in case of problems with the implementation of the Task, the PCU will expect from the PIO the submission of statements and data on a monthly basis.

The following reporting procedures have been established:

1) Reporting:

- a) reports (monthly, quarterly, ad-hoc, final) will be prepared by the Contractor and/or Engineer;
- b) Engineer's review of report,
- c) Submission of a report to the Employer (for information purposes),
- d) submitting reports to the RDOŚ and / or GDOŚ and the Marshal of the Lubuskie Voivodship (to the extent resulting from administrative decisions issued for the Task implementation, in which the necessity of reporting the activities in question was specified);
- e) Submission of a quarterly report by the PIU to the PCU.

- f) final report on the implementation of the EMP prepared by the Engineer (after verification by PIU and PCU, submitted to the World Bank no later than 3 months after the completion of works)
- 2) Archiving:
- a) Contractor: 1 copy of each report in electronic version for 5 years from the date of completion of the Contract,
 - b) Engineer: 1 copy of each report in electronic version for 5 years from the date of completion of the Contract,
 - c) Employer: 1 copy of each report in electronic version for 5 years from the date of completion of the Contract.
- 3) Evaluation - ongoing evaluation of the results of the implementation of planned activities resulting from the EMP. Current analysis of documentation (Contractor's Reports) by the Engineer. Providing the Employer with reliable information on the course of the construction process, with particular emphasis on the implementation of actions reducing negative impact on the environment and recommendations resulting from the environmental decisions.

The PCU shall also prepare, at quarterly intervals, reports submitted to the World Bank.

The following are planned:

- *ex-ante* evaluation: Report prior to the commencement of the Contract implementation (Engineer's Report),
- ongoing evaluation: Engineer's quarterly reports,
- *ex-post* evaluation:
 - ✓ Report after completion of the Contract implementation (Final Report from the EMP prepared by the Contractor and the Engineer),
 - ✓ Report on the EMP after the Defects Notification Period prepared by the Engineer.

11. LIST OF SOURCE MATERIALS

- 1) Information sheet of the Project of Reconstruction of the railway line no. 203 from km 341.480 to km 342.300 together with demolition, construction, repair, reconstruction and development of the railway infrastructure and infrastructure colliding with the investment, implemented under the Odra - Vistula Flood Management Project "Task 1B.5/3 Reconstruction of the bridge to ensure minimum clearance (Railway bridge in km 615.1 of the Odra River in Kostrzyn nad Odrą)", Sweco Consulting, July 2019.
- 2) Decision on environmental conditions of the Regional Director for Environmental Protection in Gorzów Wielkopolski of 11.12.2019, Reference No.: WZŚ.420.115.2019.AN stating that it is not necessary to carry out the environmental impact assessment for the project entitled: "Reconstruction of the railway line No. 203 from km 341.480 to km 342.300 together with demolition, construction, repair, reconstruction and development of the railway infrastructure and infrastructure colliding with the investment, implemented under the Odra - Vistula Flood Management Project "Task 1B.5/3 Reconstruction of the bridge to ensure minimum clearance (Railway bridge in km 615.1 of the Odra River in Kostrzyn nad Odrą)".
- 3) Letter of the Lubuskie Voivodship Conservator of Monuments in Zielona Góra, the Branch in Gorzów Wlkp. (dated 17.06.2019, Reference No.: RZD-G.5135.86.2019).
- 4) Project Operational Manual (POM) for the Odra - Vistula Flood Management Project. OVFMP Project Coordination Unit. Wrocław, July 2017 with the update approved on 20.06.2017.
- 5) Environmental and Social Management Framework Plan for the Odra - Vistula Flood Management Project - final document. RZGW [*Regional Water Management Board*] in Szczecin, RZGW in Wrocław, RZGW in Kraków, Lubuski ZMiUW [*Board of Land Amelioration and Water Facilities*] in Zielona Góra, West Pomeranian ZMiUW in Szczecin, Świętokrzyski ZMiUW in Kielce, Dolnośląski ZMiUW in Wrocław, Małopolski ZMiUW in Kraków, Podkarpacki ZMiUW in Rzeszów, IMiGW - State Research Institute, April 2015.

12. LIST OF ATTACHMENTS

Attachment 1. Plan of mitigation measures

Attachment 2. Plan of monitoring actions

Attachment 3. Summary of national environmental legislation

Attachment 4. Copies of administrative decisions on environmental protection and nature protection issued for the Task

- a) Environment Permit of the Regional Director for Environmental Protection in Gorzów Wielkopolski dated 11/12/2019, ref.: WZŚ.420.115.2019.AN stating that there is no need for an environmental impact assessment for the project titled: "Reconstruction of railway line no. 203 from 341.480 km to 342.300 km with demolition, construction, renovation, reconstruction, and development of railway infrastructure and infrastructure interfering with the investment, implemented as part of the Odra-Vistula Flood Management Project »Task 1B.5/3 Reconstruction of a bridge to ensure a minimum clearance (Railway bridge at 615.1 km of the river Odra in Kostrzyn nad Odrą)«"
- b) Permit of the Regional Director for Environmental Protection in Gorzów Wielkopolski dated 20/03/2020 (ref.: WPN-I.16401.136.2020.KS) authorizing for certain actions banned for the protected species (species decision)
- c) Permit of the Marshal of the Lubuskie Voivodeship of 04/05/2020 (ref.: DW.I.7131.19.2020) allowing the action of game disturbance.

Attachment 5a. Map with the location of the Task against the background of protected areas

Attachment 5b. Map with Task location against the background of protected areas (Natura 2000)

Attachment 6. Map of location of main elements of the Task

Attachment 7. Map - results of the nature inventory

Attachment 8. Letter of the Lubuskie Voivodeship Conservator of Monuments in Zielona Góra, the Branch in Gorzów Wlkp. (dated 17.06.2019, Reference No.: RZD-G.5135.86.2019)