

Report on Public Consultations

12/08 – 12/21/2021
12/22/2021 (5.00 pm -
7.00 pm) - webinar



Project/Contract: *Odra-Vistula Flood Management Project (hereinafter referred to as OVFMP) / Works Contract 1B.9 – Modernization of the flood embankment along the Ślężoujście Street with road infrastructure*

Consultations' organizer: Consultant acting upon authorization of the ZDiUM in Wrocław (hereinafter referred to as the Consultant)

Type of consultations: Digital

Speaker: Marta Rak

Due to the fact of co-funding implementation of the *Works Contract 1B.9 – Modernization of the flood embankment along the Ślężoujście Street with road infrastructure*, using resources of the World Bank in accordance with the Bank's operational policy OP 4.01, a document titled Draft Environmental Management Plan (hereinafter referred to as the Draft EMP) has been developed in Polish and in English. The Draft EMP was subject to public consultations.

The aim of the public consultations is – according to the requirements of World Bank's operational policies (OP 4.01) – to allow for acknowledging contents of that document by natural persons, institutions, and all other interested parties, as well as to secure the possibility of filing potential remarks, claims, enquiries, and motions referring to its contents.

PROCESS OF PUBLIC CONSULTATIONS

The publication of the Draft Environmental Management Plan was commenced on **December 8, 2021**, at publication of an announcement in *Gazeta Wrocławska* and *Gazeta Wyborcza – Wrocław supplement* (Appendix 2). The announcement invited natural persons, the authorities, and interested institutions to review the Draft EMP for the Works Contract 1B.9.

As indicated in the announcement: (...) DUE TO THE EPIDEMIC STATE IN POLAND AND CARE FOR YOUR HEALTH, THERE SHALL BE NO CONSULTATION MEETING IN A FORM OF PUBLIC DEBATE; HOWEVER, FOR THE PURPOSE OF PROVIDING YOU WITH A POSSIBILITY OF REVIEWING THE DRAFT EMP AND A POSSIBILITY OF FILING REQUESTS AND REMARKS, IT WAS DECIDED THAT THE CONSULTATIONS SHALL BE DONE IN A WEBINAR FORMULA, WHILE USING AVAILABLE (SAFE) COMMUNICATION CHANNELS. (...)

The Draft EMP was published at the following websites:

- Zarząd Dróg i Utrzymania Miasta in Wrocław, address www.zdium.wroc.pl
- Wrocław Municipality, address www.bip.wroclaw.pl
- Odra – Vistula Flood Management Project Coordination Unit, address <https://odrapcu.pl/en/project-ovfmp/documents/>
- PGW WP Regional Water Management Authority in Wrocław, address <http://wroclaw.wody.gov.pl>.

Every interested individual was able to file remarks and motions to the DRAFT ENVIRONMENTAL MANAGEMENT PLAN:

- in writing form to the following address: Zarząd Dróg i Utrzymania Miasta in Wrocław, 49. Długa Street, 53-633 Wrocław
- in electronic form by mail to: biuoprasowe@zdium.wroc.pl
- by phone at number: **601 824 298** (on working days for 9:00 a.m. to 5:00 p.m.)

on days from **12/08/2021 to 12/21/2021** inclusive. An institution responsible for consideration of remarks and motions was PGW WP RZGW in Wrocław.

Except for publication in the press (Gazeta Wrocławska and Wrocław supplement of Gazeta Wyborcza – local newspapers), as indicated above, the announcement has been:

- placed on notice boards of ZDiUM, PGW WP RZGW in Wrocław, City Office of Wrocław (on notice board outside Office),
- published at websites of the institutions indicated above,
- except for announcements displayed at performance sites, posters informing about the Works Contract 1B.9 were also displayed;
- online forums: Council and Management Board of Maślice, Maślice, Grupa Maślice Otwarte, Aleja Śliwowa Group and ZDiUM.

Additionally, individual invitations were sent to:

- Marshal of the Lower Silesian Voivodeship,
- Lower Silesian Voivode,
- Council of the Maslice Estate,
- Councils of the Pracze Odrzańskie estate,
- "Our Maślice" Association.

Publication of the Draft EMP, commenced officially on **December 8, 2021**, was completed after 10 working days on **December 21, 2021**.

A webinar was held on **December 22, 2021, from 5.00 pm to 7.00 pm**, within the framework of public consultations for the draft EMP, during which Mrs. Marta Rak displayed a multimedia presentation. The presentation especially included the following information:

- The objective and funding for the OVFMP and Operational Policy OP4.01 were discussed briefly.
- It was clarified why the draft EMP was developed, and how did its publication procedure look like.
- The issue of the investor was discussed, i.e. ZDiUM.
- Information on the Works Contract 1B.9 were presented (technical scope divided into the hydrotechnical part and the road part).
- Legal bases for the development of EMP were indicated.

- The status of procedures in the field of obtained administrative decisions was discussed.
- The impacts of Contract 1B.9 were characterized.
- Mitigation measures were discussed (Attachment 1 do EMP).
- Monitoring measures were discussed (Attachment 2 do EMP).
- Information on the grievance redress mechanism was presented.

During the presentation, the main purpose of this Contract was emphasized, which is to provide flood protection for two districts of Wrocław: Maślice and Pracze Odrzańskie. The flooding area, in the event of destruction of this section of the embankment, is approx. 6.2 km², in this area there are numerous single-family and multi-family residential buildings, public utility buildings and 80 objects entered in the Municipal Register of Monuments (it was indicated that the flooding area was shown in the drawing in Appendix 7 to the EMP). This problem of flood protection system can be eliminated by rebuilding a section of the embankment which also serves as a public road (Ślężoujście Street). Upon this reconstruction the inhabitants of this part of Wrocław (population approx. 30 thousand people) with their property, will be protected against flooding. The value of potential flood losses in this area was estimated at PLN 198 238 590. The implementation of the investment under consideration will increase the flood safety of the mentioned housing estates: Maślice and Pracze Odrzańskie. The investment variant the renovation of the embankment will reduce flood losses to null, i.e. its reconstruction will provide full protection on its part when holding the assumed technical parameters based on the current law.

For many years the Council of the Maślice Housing Estate has been trying to rebuild the embankment in question, especially since the development in 2014 of the expertise entitled "Concept of target flood protection of the Maślice area" developed by the Wrocław Council of Federation of Scientific and Technical Associations NOT Team of Experts, when it was shown how bad technical condition of this embankment is.

It was also pointed out that the technical condition of the road located on the embankment is equally bad, and the lack of a shoulder poses a threat to the safety of pedestrians.

During the presentation, the mitigation measures were discussed, especially in relation to the interest, in the period when the EMP was made public, to the community in the protection of local natural resources and the active participation of environmental organizations in supplementing the knowledge about this area. The role of the list of monitoring measures was also emphasized, thanks to them not only the Contractor and Investor, but also entities such as: Project Implementation Unit (operating within the structures of the State Water Holding Polish Waters, Regional Water Management Authority in Wrocław) and Project Coordination Unit will supervise and ensure the implementation of all mitigation measures. From the practice of implementing Contracts co-financed by the World Bank, it was ensured that the EMP and its provisions are not only a theoretical document and a promise of actions formulated in writing without actual coverage, but actual measures and activities that will be implemented.

After completion of the presentation the webinar's lecturer answered questions, which were submitted within the publication period for the Draft EMP.

32 people attended the webinar.

QUESTIONS AND ANSWERS

During the consultations, in telephone talks and in letters provided by Internet, questions, remarks were raised or clarifications were requested. As an answer information were provided, in accordance with a summary given below.

- Telephone talks:

Question 1. Does the Developing Company building the housing estate on Potokowa Street have permission granted by the Road Management and City Maintenance Authority to drive through Ślężoujście Street with heavy equipment and to deliver materials?

Answer 1. Yes, on 17.03.2020 the Road Management and City Maintenance Authority issued a positive opinion on transport services to be provided at the site for the construction of single-family terraced and multi-family premises at Potokowa Street in Wrocław. Transport services are provided through Ślężoujście Street under the following conditions:

- vehicle tonnage limited to 18 tonnes, and
- deliveries and vehicle traffic beyond peak hours, from 4 a.m. to 6 a.m., 9 a.m. to 11 a.m., and 8 p.m. to 10 p.m.

Question 2. Who will fund the redevelopment of Ślężoujście Street, as - according to the interviewee - part of the cost of this redevelopment should be borne by the Developing Company.

Answer 2. The interviewer was informed that the Developing Company will not contribute to the costs of this redevelopment. However, in line with the agreement/contract with the Road Management and City Maintenance Authority, it will fund the construction of Potokowa Street around the housing estate under construction.

- Questions/requests sent in writing (e-mailed) when the draft EMP was made public

Question 3. Letter sent by the "Nasze Maślice" Association dated 19.12.2021 (the full text of this letter is attached as Appendix 3 to this Report).

Answer 3. The full text of the response to the letter sent by the "Nasze Maślice" Association dated 19.12.2021 is attached as Appendix 4 to this Report.

During the webinar, the content of the prepared response was discussed and indicated, inter alia, that:

At the stage of the project preparation no nature inventory was conducted, because - as indicated in the Draft EMP in Item 3.5 Current status of the EIA procedure for the Contract - this Contract has not been qualified to any of the two groups of projects, i.e.:

- *projects which may have a consistently significant impact on the environment or,*
- *projects which may have a potentially significant impact on the environment based on the classification derived from the Regulation of the Council of Ministers dated 10 September 2019 on undertakings which may have a significant impact on the environment.*

Its scope and scale of impact led the Regional Director for Environmental Protection in Wrocław, upon the Investor submitted the Project Information Sheet, to issue a decision dated 25.01.2019, ref. no. WOOŚ.420.202.2018.KK.1 refusing to initiate the proceedings on issuing a decision on environmental conditions (this decision is attached as Appendix no. 4a to this document). In line with the Polish legislation, the Contract was granted a permit for the implementation of a road investment (pol. zezwolenie na realizację inwestycji drogowej, ZRID) with no need to prepare a report, part of which is a nature inventory, which stays in line with the Act of 3 October 2008 on the provision of information on the environment and its protection, public participation in environmental protection and environmental impact assessments (the consolidated text to be found in the Journal of Law of 2021, item 247, as amended) and the Regulation of the Council of Ministers of 10 September 2019 on undertakings which may have a significant impact on the environment

(the consolidated text to be found in the Journal of Law of 2019, item 1839).

Nevertheless, we would like to assure you that in the course of preparation of the EMP an on-site inspection took place, which contributed to the formulation of a series of recommendations stated in this document which are aimed to protect the natural resources and biodiversity of the area (these measures were formulated in Appendix no. 1 to the Draft EMP). Among these operations it is projected, among others, to perform a one-time nature inventory prior to the start of the works (Appendix no. 1, Item 34) by a multi-discipline team of environmental experts (Appendix no. 1, Item 88). The team will not only perform this inventory under consideration, but will also inspect the site on an ongoing basis throughout the works, which will allow for the ongoing implementation of recommendations to minimise the impact on nature.

Others examples of conditions that the Contractor will have to meet in order to protect the species and habitats of natural value also have been quoted, i.e. some mitigation measures that are in fact proactive measures and will actually be implemented thanks to the EMP document.

Question 4. E-mail sent by the "Wrocławska Przyroda" Association dated 20.12.2021 (the full text of this letter is attached as Appendix 5 to this Report).

Answer 4. The full text of the response to the "Wrocławska Przyroda" Social Initiative e-mail dated 20.12.2021 is attached as Appendix 6 to this Report.

Question 5. As part of the works conducted on the embankment, trees and bushes will be fell/cut within 3 metres from the embankment base. In total, 277 trees and nearly 2,000 m² of shrubs. And replacement trees to compensate for the loss will be planted inZłotniki. Why cannot these plantings be done in Maślice? I do not want to be ironic, but the question arises whether people who used to walk along Ślężoujście Street towards the Swietlików Park and the Odra river to enjoy greenery should now go to Złotniki, where plantings are planned?

Answer 5. All the detailed information on the scale of tree and shrub felling / cutting has been specified in the Draft EMP and I confirm the figures specified in the question. The information that the replacement plantings will be done in Złotniki on the plot owned by the Municipality of Wrocław is also correct. It should, however, be made clear that the authorities of Wrocław supervise such felling / cuttings and plantings as well as run city-wide coherent policies in this respect through its units: the Municipal Green Areas Management Authority (pol. Zarząd Zieleni Miejskiej) and Wrocław Investments (pol. Wrocławskie Inwestycje). Plantings in Maślice are done and has been done to compensate cuttings in other parts of the city, for example:

- In 2016, 18 trees were planted in the park on Imbirowa Street. They were to compensate cuttings done under the investment task no. 83380 - Renovation of Przyjaźni Street.*
- In autumn 2020, 91 trees were planted on Brodzka Street and 136 trees - on Kozia Street. They were to compensate cuttings done under the investment task no. 03910 - Construction of Wojanowska Street and Fieldorfa Street.*
- Additional 42 trees are still to be planted on Brodzka Street in 2022 as part of the aforementioned investment task.*

Question 6. Why is the road being widened? Today people walk along the middle of this road because it is definitely local in its character. As the road is being widened, are you planning a wider road too? With a speed limit of 50 km/h? It is not done 'by the way', is it? A lot of doubts.

The project involves rebuilding the street "3.0m wide, with a granite-block surface into a D-class street, i.e. an access road with a carriageway 4.5 - 5.5 m wide and a one-sided pavement 2.0 m wide, which will further increase traffic safety." This is a fragment of the project specification. So it is wider: approx. twice. I wonder how. Is it only about flood safety, then? Or maybe just a way to further expand the housing estate in the vicinity of the

former polders? Design speed: 50 km. Meanwhile, 30 km/h is allowed on Rędzińska Street, with which it has a junction.

Answer 6. The reconstruction of a public road can only take place in line with the current legislation, hence its parameters had to be adjusted to the current standards. According to the regulation on technical conditions to be fulfilled by public roads and their location, on a D-class road (and Ślężoujście Street is classified so i.e. at the lowest class), the width of each traffic lane should be 2.50 m. Ślężoujście Street is a two-way road, so its width should be 5 m. A local narrowing of up to 4.5 m was designed due to its inclusion into the existing system of roads.

*As far as speeding is concerned: Ślężoujście Street is within the "tempo 30" zone (according to the designed target traffic organisation and this will be the permitted speed on it). The construction project specifies the **design** speed at 50 km/h, but the design speed is not directly indicative of the permitted speed. The design speed is applied in the adoption of specific parameters in technical solutions regarding turning radii, transverse and longitudinal road slopes, etc.*

Question 7. And further along in the project it gets more and more interesting: "no protected species of amphibians, reptiles, birds were found at the area covered by this Contract." And it is further stated that: "The potential impact of this Contract on the habitats of amphibians and reptiles is related to the temporary restriction of their free migration and the deterioration of habitat quality due to interferences with the Ługowina riverbed (demolition and construction of the culvert) and the occupation of land within the mid-embankment."

Answer 7. On the basis of information obtained under the consultation, the Draft EMP will be supplemented with details on the presence of protected species.

- Questions/requests asked/reported during the meeting which took place on 22.12.2021 from 5.00 p.m. to 7.00 p.m. (in the order in which they were asked / reported - answers if were not given during the meeting [these questions are marked as such] were supplemented with the answers sent after the meeting)

Question 8. What is the cost of rebuilding the road itself and the cost of the whole investment?

Answer 8. [The answer given after the meeting] Due to the fact that the bidding procedure will be conducted in accordance with the Public Procurement Law, the real cost of the investment will be known after the bidding procedure is concluded and the Contractor for construction works is selected.

Question 9. How do the widened carriageway and pavement refer to flood protection?

Answer 9. As it has already been pointed out, a public road must fulfil the technical conditions currently in force; moreover the Investor is also obliged to guarantee adequate safety for pedestrians and vehicles, hence it was also necessary to design a pavement ensuring such safety of pedestrians.

Question 10. We know about the planned 277 trees to be felled. How many trees will be left?

*Answer 10. [The answer given after the meeting] Based on the information included in the paper: Inventory of greenery with the felling / cutting plan (Vol. 01 of the Architectural and Construction Project), 438 trees were inventoried **in the area under the investment**, of which 277 trees were planned to be felled (including 10 trees due to sanitary reasons); thus 161 trees will be left.*

In addition, according to information obtained from the Road Management and City

Maintenance Authority and as settled with the Municipal Green Areas Management Authority - prior to the start of works - an additional inspection of trees will be held in the presence of a representative of this Authority, during which the scope of planned felling / cutting will be verified once again in order to analyse their potential reduction.

Question 11. On what grounds was it found that there are no protected species within the project area (the reconstruction of the embankment)? (is there any provision for this)?

Answer 11. The Draft EMP provisions were formulated on the basis of information available to the Investor at the development of the construction documentation and preparation of the Project Information Sheet under the EIA procedure (these issues were discussed at the presentation). After the consultation, the information obtained will make the grounds to appropriately adjust the EMP provisions.

Question 12. To what extent does the project take into account the prior nature expertise on the presence of protected species and the continuity of ecological corridors?

Answer 12. As already stated, under the consultation of the Draft EMP, the Developing Company obtained information from local nature organisations which is planned to be included in the EMP.

Question 13. What compensation are we talking about and to whom?

Answer 13. Due to the execution of Contract 1B.9, it was necessary to acquire land plots to be permanently occupied for the extension of the flood embankment, however the range of this occupation is minor. And it was for this required acquisition of land plots that compensation was paid to the former owners and perpetual users of such occupied properties.

Question 14. Why did the consultation take place so late, i.e. when a legally valid permit for the implementation of a road investment (pol. ZRID) is issued. In principle, people have got no chance to express their opinion and modify the documentation. In this situation, the consultation seems to be apparent.

*Answer 14. The current consultation is conducted in relation to the Draft EMP. As it was pointed out at the presentation, this is a document, the preparation of which and ongoing public consultation result from the World Bank operational policies, among others OP 4.01. On the other hand, public consultation was also conducted under administrative proceedings related to obtaining the mentioned permit for the implementation of a road investment (pol. ZRID), and at this stage, **in line with the Polish legislation**, all the concerned parties were informed about such proceedings. At this stage, for example, the opinion of the Board and the Council of the Maślice Housing Estate was obtained for the construction design, so we cannot say here that consultation was apparent.*

Question 15. In what form / manner will the consultation report be made publicly available, indicating which comments and conclusions were taken into account in the final document?

Answer 15. On the grounds of the public consultation on the Draft EMP, a report and a final version of the EMP will be produced taking into account changes/additions resulted from such consultation. These documents will be made available to the concerned parties on the websites of: the Road Management and City Maintenance Authority, the National Management Authority for Polish Waters / the Regional Water Management Authority in Wrocław and the Project Coordination Office.

Question 16. Three breeding sites for amphibians, including common toads and northern crested newts, are located in the vicinity of the project implementation site. The EMP does not mention any solutions minimising the impact on amphibians at the stage of the

investment operation. Minimisation should go beyond the stage of the investment implementation. Amphibians migrate through Ślężoujście Street from/to meadows along the Odra river. The Developing Company does not appear to have foreseen any measures to minimise the impact of increased traffic on migrating amphibians. Furthermore, one of the reservoirs will be located next to a retaining wall, which will significantly reduce the potential migration of amphibians from/and to their breeding site. Unfortunately, this solution is commonly implemented by the Polish Waters. This is how the embankment in Trestno was made and at present a large part of the amphibian population cannot reach water reservoirs. There will certainly be an increase in amphibian mortality on the roadway. Currently, Ślężoujście Street is used by cars sporadically, and even so, amphibian mortality occurs on Rędzińska Street and local residents carry amphibians across the road on their own. Is it not a good idea to redesign the culvert on the Ługowina river to allow amphibians to pass? This culvert is currently designed as a typical technical unit.

Answer 16. Under the public consultation for the Draft EMP, as a result of the information received, the Investor has already decided to implement an additional solution to minimise the potential entry of amphibians onto Ślężoujście Street, which will reduce their mortality. As pointed out in Appendix 1 to the EIA (Item 88), it is planned that a herpetologist will be involved in the performance of works, with whom detailed arrangements will be agreed. The issue of this culvert will also be consulted. Please bear in mind that this is a culvert for flood control, hence technical and environmental issues should be reconciled.

Question 17. Is there or will there be adequate time in the schedule to conduct a full nature inventory (I do not mean a one-off inspection before the start of construction works - a provision in the EMP)?

Answer 17. A full nature inventory covers a period of at least the growing season, and preferably the whole calendar year, because even in winter with snowfall animal tracks can be monitored. However, it is not applicable as for Contract 1B.9, because - as it was pointed out at the presentation - this investment is part of the Odra-Vistula River Basins Flood Protection Project, the co-financing of which, in line with the loan agreement, ends mid 2023, and its implementation cycle covers a period of 12 months. The EMP provides for a one-off nature inventory, but as it was pointed out the participation of experts does not stop there and they will be present and actively watch over the minimisation of impacts throughout the Contract performance. Please also note that, according to the decision issued by the Regional Director for Environmental Protection in Wrocław, this project is not subject to Environmental Impact Assessment due to its scale and scope of impacts. It is thanks to the World Bank's operational policy that a series of implementation restrictions were made (and here I mean Appendix 1 to the EMP) for the protection of the natural resources within the Contract area.

Question 18. Can you ensure to provide compensatory plantings in Maślice?

Answer 18. Replacement plantings planned under this Contract will be conducted on the specified land plot within Złotniki. As already pointed out, plantings in Maślice will be conducted as a result of another road investment (Investment task no. 03910 - Construction of Wojanowska Street and Fieldorfa Street).

Question 19. I ask you to consult the protection for amphibians with herpetologists such as TH Natrrix. Fencing alone is not a sufficient solution - it will prevent the migration of amphibians.

Answer 19. Safeguards for amphibians will be subject to consultation with a professional herpetologist. The Investor is planning an extra meeting with the Maślice Housing Estate Council to discuss the investment (including the preservation of historical elements within Ślężoujście Street), to which the concerned parties are also invited. If it is necessary to discuss/clarify technical issues, an additional meeting with the concerned parties can be organised - in a "live" format at the Local Activity Centre.

Question 20. Studies on the impact of the investment/project should also take into account the influence of redevelopment works onto the existing water conditions or their permanent change, and thus its indirect impact on trees and their health conditions (including trees inhabited by protected species). Please consider it in the catalogue of mitigation measures.

Answer 20. This issue was analysed at the design stage and in order not to disrupt water conditions, the depth of the designed vertical barrier does not reach impermeable layers and does not cut off water flows between the mid-embankment and the behind-embankment. The barrier hollowing only extends the water migration route and provides a safety measure against high waters during flooding.

Question 21. What are the qualifications of people performing the nature 'inspection'?

Answer 21. They are educated in environmental engineering and experienced in conducting nature inspections under projects in the field of construction of hydrotechnical facilities and roads.

Question 22. Are expropriations and resettlements planned?

Answer 22. Minor expropriations (several dozen, tens of square metres) affecting one individual and one private entity (two cases) took place when the permit for the implementation of the road investment became final. Under Contract 1B.9 there will be no resettlements either in physical or economic terms.

Question 23. Why do the National Management Authority for Polish Waters and the Road Management and City Maintenance Authority not publish information about the public consultation on social media, which would spread the information further?

Answer 23. The answer was provided by the spokesperson of the Road Management and City Maintenance Authority (quoted) Good afternoon, I would like to answer the question asked by Ms Ewa. Of course, the Road Management and City Maintenance Authority has published information about the public consultation for this project on social media on our profile on Facebook and Twitter. -> <https://www.facebook.com/zdium>.

Question 24. It is not a sufficient solution to have nature inspection during the works only. The design project itself must include solutions which will solve the issue of road mortality in the long term. Let the designer get in touch quickly with specialists (e.g. associated with the Wrocław Nature, or TH Matrix).

Answer 24. OK, as it has already been pointed out, this issue will be subject to further analysis.

**Question 25. I suggest watching the spring 2021 material on amphibians:
<https://youtu.be/ROIkYFEQepc>**

Answer 25. Thank you for the link you have provided. We will familiarise ourselves with this material.

Question 26. Is there any option for lighting to be switched off between e.g. 11pm and 5am due to the life cycles of these animals?

Answer 26. Thank you for the submitted request, it will be discussed with the Developing Company and, if possible, implemented. I am not a road engineer, therefore this topic must be consulted with a person expert in road engineering regulations. [The answer given after the meeting] According to the detailed design of road lighting, the luminaires will be equipped with drivers of the power reduction system in given time intervals, which will

enable limitation of luminance, if necessary.

Question 27. Are the trees to be felled for investments marked or numbered?

Answer 27. To my knowledge, the trees to be felled have not been marked. This information can be found in the dendrological report, where all the trees were marked on the land development plan (the ones intended to be felled are marked with a cross). A detailed list of the trees to be felled can also be found in this study in the tabular form.

Question 28. Why is the design speed not 30 km/h?

Answer 28. [The answer given after the meeting] The route in the plan and profile has been adjusted to the existing condition and fixed points in the field. The design speed is a technical and economic parameter and does not affect the speed of movement of vehicles on the road. The road speed is determined by marking and the applied traffic safety elements. A 30 km/h speed limit zone is designed on the section covered by the study. The applied traffic safety elements in the form of speed bumps are designed to limit the speed of vehicles to 30 km/h.

Question 29. Who should I ask to get the location of the trees to be felled? And I do not mean a description from the dendrological report but a specific geodetic location?

Answer 29. I assume that what you mean is to provide the drawing - to be found in the Land Management Plan - with the trees to be felled marked. I kindly ask you to e-mail your request to the address which was given in the notice and intended to collect questions and motions during the public consultation on the Draft EMP. Let me repeat it again: biuroprasowe@zdium.wroc.pl.

Question 30. What procedure does the Developing Company plan to follow when considering comments and putting them into action? After all, the works will start in February?

Answer 30. As it was pointed out at the presentation, the complaints and requests management system will be implemented and made available throughout the Investment and the so-called Defect Notification Period. Any request submitted will be dealt with promptly with a response to it provided in writing. Please bear in mind that it does not mean that each and every requested change will be taken into account or implemented, as the Investor is bound by the law and the Permit for the implementation of the road investment.

Question 31. Can tree felling be compensated at the place of felling? For example, is it possible to make a line of trees along the pavement at the embankment crest?

Answer 31. Unfortunately, according to the law, it is not possible to plant trees on the embankment, which is a hydrotechnical structure. Moreover, according to the technology of making hydrotechnical embankments, material is much compacted to the designed level, so the success of planting would be low, there are practically no air spaces or water storage places between soil particles.

Question 32. What procedure does the Developing Company plan to follow when considering comments and putting them into action? After all, the works will start in February? After all, they generate costs? Where did the money come from?

Answer 32. As already pointed out, any request or comment concerning the Contractor's performance of this Contract will be subject to analysis and will not be left without consideration. Technical changes, however, will not be so considerable to prevent this Contract from starting in February. The Investor, in justified cases, will take measures to find additional funds or to allocate them within this Contract.

Question 33. Will the nature supervision team be appointed by the Contractor and the contract engineer (the Road Management and City Maintenance Authority) or only by the Contractor?

Answer 33. As the EMP provisions stipulate, the nature supervision team will be fully employed by the Contractor. The Investor will employ people who have knowledge on environmental issues and who will be able to verify and monitor the accuracy of operations performed by the Contractor's nature team. However, it will not be as large a team as the one engaged by the Contractor.

Question 34. Who will have a decisive voice in the implementation of such comments?

Answer 34. Requests and complaints will be addressed to the Investor and the National Management Authority for Polish Waters, but it is primarily the Investor, i.e. the Road Management and City Maintenance Authority which will be responsible for the daily supervision of the Contract implementation and which will be mainly accountable for resolving such complaints and requests.

Question 35. Is it possible to design plantings at the embankment base, then?

Answer 35. It is possible, but still it is necessary to consult the Investor to answer this question unequivocally. [The answer given after the meeting] The investor confirmed that additional plantings will be made. However, according to the information obtained from the Road Management and City Maintenance Authority, after the works are completed, an on-site inspection will be carried out by the Investor together with the Municipal Green Areas Management Authority and then a decision will be made in which places and in what number the plantings will be made.

After the meeting leader and the Investor answered the above-mentioned questions, this Report was developed. Detailed data on the discussions and on the questions asked are given in Contract's files kept by the Investor.

Remarks and motions provided during the debate have been analyzed in terms of necessary corrections to the final version of the document. Considering the nature of remarks, requests, and questions asked during the consultations by the public in the publication period for the Draft EMP to Contract 1B.9, it was found that its contents require implementation of modifications/corrections resulting from the publication procedure. These modifications were introduced in the following scope:

- information on protected species of amphibians, birds and insects in the area of the Contract implementation;
- corrections of the impact matrix;
- introduction of safeguards to protect amphibians at the operational stage, including the introduction of fences that will reduce the mortality of amphibians on the road and introduction of solutions enabling safe migration (including the culvert on the Ługovina River) - details of solutions will be prepared by a professional herpetologist in consultation with the technical supervision and consulted with local naturalists;
- the necessity to preserve the historical value of Ślężoujście Street wherever possible (details will be agreed with the Maślice Council, other interested persons were also invited to cooperate).

In all cases where it was reasonable, the Investor developed and submitted a written answer to questions asked.

After updating the document with a report on the publication procedure, the final EMP shall be submitted to the World Bank for the purpose of obtaining “No objection” clause.

This is the end of the report.

Report developed by:
Marta Rak

Appendices:

1. List of attendance at the meeting on December 22, 2021. (personal data anonymized).
2. Documented announcements.
3. Letter of *Stowarzyszenie „Nasze Maślice”* on December 19, 2021.
4. Answer on *Stowarzyszenie „Nasze Maślice”*'s letter on December 19, 2021.
5. E-mail from *Inicjatywa społeczna Wrocławska Przyroda* on December 20, 2021.
6. Answer on *Inicjatywa społeczna Wrocławska Przyroda*'s e-mail.