REGIONAL DIRECTOR
FOR ENVIRONMENTAL PROTECTION
IN SZCZECIN

WONS-OŚ.420.20.2018.KK.38 Szczecin, 10 January 2020

ENVIRONMENTAL PERMIT No. 1/2020

Pursuant to Article 104 of the Code of Administrative Proceedings of 14 June 1960 (consolidated text: Polish Laws of 2087, item 2096 as amended) (hereinafter: CAP), in conjunction with Article 75(6) and Articles 82 and 85 of the Act of 3 October 2008 on publishing information about the environment and its conservation, public participation in environmental protection and on environmental impact assessments (consolidated text: Polish Journal of Laws 2018, item 2081 as amended) (hereinafter: EIA Act), and Regulation of the Council of Ministers of 9 November 2010 on projects which may materially affect the environment (consolidated text: Polish Journal of Laws 2016, item 71), having examined the application of the Director of Regional Water Management Authority in Szczecin – State Water Management Authority 'Wody Polskie', filed through Ms Krystyna Araszkiewicz of Sweco Consulting Sp. o.o., for issuing the environmental permit for the project titled **Partial demolition and construction of a new bridge at km 733.7 of Regalica river along Railway Line 273, including service infrastructure, carried out as part of the Odra-Vistula Flood Management Project, "Task 1B.5 – Reconstruction of bridges to ensure a minimum clearance",**

I hereby decide

I. To determine the type and site of the project.

The planned project involves a partial demolition of the existing railway bridge at km 733.7 of Regalica river in Szczecin, and construction of a new bridge under the new railway system, including service infrastructure. The new bridge will be moved away from the existing structure by approx. 30 m down Regalica river (existing condition: km 349.120 along Railway Line 273, designed condition: km 349.152 along Railway Line 273). The project is located within the boundaries of Szczecin, in Prawobrzeże district, Podjuchy neighbourhood.

The objective is to ensure a proper clearance (raise the bridge over the highest navigable water level – HNW) in order to allow effective ice-breaking operations using icebreakers. As of today, the bridge hinders and often prevents anti-ice protection and the circulation of icebreakers taking part in ice-breaking operations.

A detailed project specification is set out in Appendix 1 hereto.

II. To set environmental requirements for the project and to impose the following requirements for executing the project.

1. **Land use conditions at the stages of execution and operation or use, considering in particular the need to protect valuable environmental and natural assets and monuments, as well as to limit the nuisance to the surrounding areas.**

a. The project shall be carried out under environmental supervision, so it is required to provide supervision by a specialist in flora and fauna (a botanist, ornithologist, ichthyologist, chiropterologist and zoologist for other animal groups), in order to control the execution of works that involve:

- the clearing of trees and bushes, including in particular the tree clearing in habitat 91E0,
- the protection of habitat patches: 91E0 and 9190;
- interference in Regalica river channel and in its bank area, including the works that involve piling and driving sheet pile walls,
- the creation of a potential habitat for lithophilous fish species, in the locations of former supports and around the riverbed taken by new supports;
- electrical fishing in the area of the planned works that involve driving sheet pile walls and in the bank area near the planned abutments;
- securing the protected vascular plants and mosses, such as dwarf everlast *Helichrysum arenarium*, water caltrop *Trapa natans*, *Rhytidiadelphus squarrosus,* red-stemmed feathermoss *Pleurozioum schreberi* and *Calliergonella cuspidata*,
- arranging the construction site, including taking appropriate actions to prevent the entry of animals onto the site (e.g. fencing the whole or a part of the site);
- demolishing the structure located next to the abutment situated at the eastern bank,
- hanging nest boxes.

b. Before commencing the construction works in the project affected area, the environmental supervision body should check for the presence of protected species, with a particular focus on trees to be cleared, the bridge to be demolished, and the structure to be demolished located by the abutment situated on the eastern bank of Regalica river, and if such species are found, it is required to obtain an appropriate permit for the banned activities affecting protected species, which is issued under the Nature Conservation Act.

c. A report on environmental supervision operations, including an assessment of those operations for their efficacy, should be submitted to the Regional Director for Environmental Protection in Szczecin every 3 months starting from the commencement of works on the project.

d. As regards the fish, it is required to take the following measures:

- the works in the river channel, which involve piling and driving sheet pile walls, should be carried out outside the period of migration and spawning of anadromous species, that is beyond the period from the beginning of March to the end of July and from the beginning of October to the end of December;
- the works in the Regalica bank area, which involve site preparation on the left bank, near the planned abutment, should be carried out outside the spawning period of phytophilous fish present in submerged and flowing hydrophytes, that is beyond the period from the beginning of May to the end of July;
- electrical fishing should be conducted in the area of works that involve driving sheet pile walls and in the bank area, near the planned abutments, with the aim to remove small fish from the hazardous area, including such species as spined loach, European bitterling and white-finned gudgeon, which live in the submerged and flowing hydrophytes, and if fish are present inside the cladding of sheet pile walls, they should be caught and released to Regalica river;
- actions should be taken to create a potential habitat for lithophilous fish species, for example by pouring gravel mixed with stones in the spots remaining after the removed supports and near the riverbed taken by the new supports.

e. Before demolishing the structure located by the abutment, at the eastern bank of Regalica river, which used to be a bunker, it is required to check the minor losses situated under its ceiling and ventilation duct, in order to exclude the presence of bats.

f. Secure habitat patches 91E0 and 9190, located on plot No. 8, precinct 1114 Szczecin, by fencing (made of forest netting, for example) after necessary tree clearing.

g. Secure the position of the strictly protected species, that is the water caltrop *Trapa natans*, by fencing the construction site in the area of the abutment on the eastern bank of Regalica river, which reaches the

shoreline.

h. Protect the positions of the protected vascular plants and mosses, such as dwarf everlast *Helichrysum arenarium* (the earth road extending Chocimska street, and plot No. 23/4, precinct 4142 Szczecin, under the 110 kV power line), *Rhytidiadelphus squarrosus* (plot No. 23/4, precinct 4142 Szczecin), red-stemmed feathermoss *Pleurozioum schreberi* (plot No. 23/4, precinct 4142 Szczecin) and *Calliergonella cuspidata* (the edge of the alder grove at the section from Floriana Krygiera street to the abutment), for example by fencing.

i. Hang 16 nest boxes for A, B and D birds, at the section running through forests, from the left abutment to Floriana Krygiera street, and on trees surrounding the project site, near Żydowce neighbourhood, whose properties should be suitable to the local species, and maintain an appropriate distance between the boxes to minimise the project impact on protected bird species caused by tree and bush clearing. This must be done before the project is handed over for operation. The nest boxes should be maintained in a good technical and sanitary condition for 10 years.

j. Before rainwater is drained from the designed facilities to Regalica river, it should be pretreated with devices designed for water pretreatment by oil separation.

k. The site backup facilities and waste and material storage points should be arranged and maintained so to ensure economical use of the land and its minimal transformation, and once the works are completed, the land should be restored to its original condition. Proper waste management must be carried out, including:

- the works must be arranged in a way to minimise the amount of generated waste;
- during demolition of the existing bridge, the water in Regalica River must be protected against the waste generated by the demolition works, for example by installing special protective sheets, nets, etc. under the deck of the bridge being demolished;
- the construction site must be supplied with equipment and measures for neutralising contamination (such as hydrophobic sorbents, bio-preparations, hydrophobic sorbent pads made as sheets or rolls, sorption cushions and cuffs); in the event of leakage of a harmful substance, the contamination must immediately be removed, and the used neutralising tools must be handed to authorised entities;
- the site intended for material and equipment storage must be protected against the ingress of substances harmful to groundwater environment, including: the ground in the parking areas for vehicles and construction machinery and the vehicles operating at the site, parking areas for personnel, refuelling areas, storage areas for hazardous materials (such as fuels, solvents or paints), by spreading a geomembrane and using rainwater collection bands, and then draining the water to the ground after pretreating it in sedimentation tanks,
- where reasonable, it is required to provide a roof over the storage yards for the hazardous waste and construction material which pose a risk that substances will be washed out and penetrate into the ground;
- it is required to maintain the site and backup facilities in order;
- the generated waste must be stored separately, in specially designed areas, in a way to minimise risk to the environment, and then managed as required by relevant regulations;
- materials and waste must be stored as far as possible from water, and it is required to appropriately and adequately protect the loose material to be used during construction, so that it is not blown away or does not generate excessive dust, both during transport and storage,
- domestic sewage generated on the construction sites must be drained to tight septic tanks for wastewater, and then handed to an authorised entity;
- if a high water level is predicted on Regalica river, protect the construction site against the adverse impact of surface water and evacuate the people, equipment and materials adequately to the scale of risk.

l. Prevent the displacement of soil masses by pushing material in the river channel.

m. The demolition of existing supports and the construction of new supports must be carried out using protective steel sheet piling, so that the construction components do not enter and contaminate the river.

n. The overhaul of supports at the historic span covered by conservation must be carried out using protective

steel sheet piling.

o. To reduce nuisance during construction, caused by a temporary increase of dust and noise emission, it is required, without limitation:

- to carry out all works generating a high noise level during the day, with a proviso that the works may be conducted at night if this is required for technological reasons;
- to notify the residents of the construction works before they are started and, if necessary, to use mobile sound screens;
- to use such process solutions that ensure proper acoustic conditions near the existing developments, to use such machinery and equipment that meet environmental standards and requirements, including to use equipment that is adequately silenced, operational and shows a low pollutant emission, and to use such work processes that generate a possibly low noise;
- to plan site access roads, backup areas and equipment storage areas in such a way to cause possibly low nuisance to people,
- to use necessary technical and organisational measures in order to maintain the access roads clean during the transport of construction materials;
- to locate the routes of trucks going to the work sites in areas causing minimum nuisance to people, including to use (as far as possible) the existing earth roads located in Podjuchy neighbourhood and the planned haul road that will link the area of Abutment 2 with Floriana Krygiera street (National Road 31);
- to use the locations behind the abutments as provisional storage yards;
- to limit the speed of vehicles on and near the construction site;
- to reduce the time of maximum engine speed;
- to shut down any unnecessary equipment, machines and devices that emit noise;
- to avoid the accumulation of impacts of the same type, e.g. a simultaneous operation of generators, excavators and transport vehicles.

III. To set the environmental requirements which must be included in the documentation required to issue the decisions referred to in Article 72(1)(1) of the Act of 3 October 2008 on publishing information about the environment and its conservation, public participation in environmental protection and on environmental impact assessments.

1. The requirements set forth in Section II of this permit must be included in the specification of works.
2. It is required to plan a rain and thaw water drainage system running from the planned facilities to Regalica river, by making a stormwater sewerage provided with oil separating devices.

IV. To set the requirements for preventing, reducing and monitoring the project impact on the environment

1. Control the operation of each device used for the project – conduct regular inspections, remove any defects on an ongoing basis to assure proper operation of the structures and reduce the risk of failures that may cause the contamination of soil or ground water.
2. During construction works, check whether the building equipment and transport vehicles are properly maintained.
2. Check the technical and sanitary condition of the installed boxes for 10 years, and repair or replace them if necessary. A report of the such technical inspection of facilities should be presented to the Regional Director for Environmental Protection in Szczecin, three times during 10 years (after the 3rd, 5th and 10th year), within 3 months after the completion of such inspection.

V. Not to impose the requirement to conduct an environmental impact assessment as part of the procedure for the issue of the decisions referred to in Article 72(1)(1), in accordance with Article 86 of the Act of 3 October 2008 on publishing information about the environment and its conservation, public participation in environmental protection and on environmental impact assessments.

Reasons

On 10 April 2018, the Director of the Regional Water Management Authority in Szczecin – State Water Management Authority 'Wody Polskie', through Ms Krystyna Araszkiewicz of Sweco Consulting Sp. z o.o., filed an application for the issue of environmental permit for the project titled 'Partial demolition and construction of a

new bridge at km 733.7 of Regalica river along Railway Line 273, including service infrastructure, carried out as part of the Odra-Vistula Flood Management Project, "Task IB.5 – Reconstruction of bridges to ensure a minimum clearance', The said application was accompanied by the following:

- Project Information Sheet (PIS),
- a map showing the affected area,
- copies of excerpts from the land register,
- the letter of authorisation, granted to Ms Krystyna Araszkiewicz of Sweco Consulting Sp. z o.o., to apply, on behalf of the State Water Management Authority 'Wody Polskie' to self-government and state authorities and other entities, for issuing necessary decisions and approvals, and to apply to trade institutions for issuing necessary requirements, opinions and approvals for carrying out tasks covered by the Odra-Vistula Flood Management Project.

Since the received materials had formal deficiencies, by the letter No. WONS.OŚ.420.20.2018.KK, dated 17 April 2018, we have requested the applicant to remove them.

An appropriate supplementation was received on 30 April 2018.

As the project concerns the construction of a bridge located on a railway line, Article 74(1)(5) of the EIA Act applies, which stipulates that the submission of an excerpt from the local development plan, or information about the lack of such plan, is not required if the application for issuing the environmental permit concerns a railway line.

According to the relevant documents, the project is classified as a project which may potentially materially affect the environment, in accordance with § 3(1)(58) of the Regulation of the Council of Ministers of 9 November 2010 on projects which may materially affect the environment (consolidated text: Polish Journal of Laws 2016, item 71), and consequently it requires the environmental permit.

Based on the excerpt from the land register and Decision No. 3 of the Minister of Infrastructure and Development dated 24 March 2014 on defining the areas which include railway lines as enclosed areas, the project will partly be implemented in an enclosed area.

Based on the excerpt from the land register and Decision No. 3 of the Minister of Infrastructure and Development dated 24 March 2014 on defining the areas which include railway lines as enclosed areas, the project will partly be implemented in an enclosed area. In addition, in accordance with Decision No. 42 of the Minister of National Defence dated 4 March 2016 on determining enclosed areas in the Ministry of National Defence, the project to be carried out on plots No. 2/4, 2/5 and 2/16, precinct 4124 City of Szczecin, is located on an enclosed area which is permanently managed by the Ministry of National Defence. Since the project will partly be implemented on enclosed areas, then pursuant to Article 75(6) of the EIA Act, the authority competent to issue the environmental permit is the Regional Director for Environmental Protection in Szczecin.

The number of parties to the proceedings exceeds 20, so pursuant to the disposition stated in Article 74(3) of the EIA Act, the parties have been notified of all actions taken by the authority conducting the procedure, on the terms set forth in Article 49 of the Code of Administrative Proceedings of 14 June 1960 (Polish Journal of Laws 2018, item 2081 as amended), that is by way of announcements.

Having compiled the application for issuing the environmental permit in terms of form, pursuant to Article 61(4) and Article 10(1) of the CAP, by announcement No. WONS.OŚ.420.20.2017.KK.2, dated 11 May 2018, the authority has notified the parties that the administrative procedure in this case had been initiated. Considering the project affected area planned at this stage, the Regional Director for Environmental Protection in Szczecin has published his announcements (apart from the notice board and Public Information Bulletin of his office) through the Municipal Office of Szczecin, on a notice board.

In the course of the administrative proceedings, we were required to obtain relevant opinions by the authorities participating in the proceedings under applicable regulations. Therefore, pursuant to Article 64(1)(2) of the EIA Act, by the letter of 11 May 2018, No. WONS.OŚ.420.20.2018.KK.3, we have requested the following sanitary inspection authorities for an opinion on whether the project requires the environmental impact assessment: the State District Sanitary Inspector in Szczecin and, as a part of the project is situated on an enclosed area permanently managed by the Ministry of National Defence, the Military Centre for Preventive Medicine in Gdynia. The State District Sanitary Inspector in Szczecin and the Military Centre for Preventive Medicine in Gdynia, by their letters of 21 May 2018 (No. PS- NZ/401.0124.2018) and 21 May 2018 (No. 1053/18), have not found it necessary to

conduct the environmental impact assessment.

Additionally, considering the entry into force, on 1 January 2018, of the Water Law of 20 July 2017 (Polish Journal of Laws 2017, item 1566, as amended), which requires the State Water Management Authority 'Wody Polskie' to take part in proceedings for the issuance of environmental permit, by the letter dated 11 May 2018, No. WONS- OŚ.420.20.2018.KK.4, pursuant to Article 64(1)(4) of the EIA Act, we have requested the opinion on whether the project requires an environmental impact assessment from the Director of the Regional Water Management Authority in Szczecin – State Water Management Authority 'Wody Polskie'. The said authority, not being competent in the case, has forwarded the documentation to the Minister of Maritime Economy and Inland Waterways. Considering that the project may adversely affect the achievement of the environmental objectives referred to in Articles 56, 57, 59 and 61 of the Water Law, the Minister, by decision of 18/06/2018, No. DOK.WO.9750.4.2018.KJ, has found it necessary to conduct the environmental impact assessment and indicated a number of issues to be covered by the report.

Those issues have been included in the decision that imposed the requirement to conduct the EIA and set the scope of the report, which was issued on 29/06/2018 under No. WONS- OŚ.420.20.2018.KK.9, after analysing the submitted documents.

Then, pursuant to Article 63(6) of the EIA Act, by decision of 12/09/2018, No. WONS-OŚ.420.20.2018.KK.12, we have suspended the proceedings until the applicant submits the environmental impact report.

On 19/04/2019, the applicant provided the Regional Director for Environmental Protection in Szczecin with the environmental impact report prepared by Sweco Consulting Sp. z o.o. (April 2019), supplemented on 26/04/2019. As the reason for suspension was eliminated, pursuant to Article 97(2) of the CAP, by decision of 26/04/2019, No. WONS-OŚ.420.20.2018.KK.15, we have resumed the suspended proceedings.

Having read the presented documentation, we first assessed it in terms of form. As the documents showed formal deficiencies caused by a change in project scope (the lack of a list of plots to be affected by the project and a map scaled so to clearly present the data, marking the entire site of the project and marking the anticipated project affected area, as well as the lack of a certificate of stamp duty for the power of attorney dated 27/03/2019), by the letter dated 30/04/2019, No. WONS-OŚ.420.20.2018.KK.16, the investor was requested to remove the deficiencies.

An appropriate supplement was submitted on 21/05/2019 (by the letter dated 20/05/2019).

Having all documents being complete in terms of form, we have evaluated their contents. After analysing the submitted documents, by the letter of 14 June 2019, No. WONS-OŚ.420.20.2018.KK.19, we have requested the investor to supplement them as follows:

- Clearly present the scope and scale of the project, including the changes regarding its scope.
- Clearly indicate the plots, given the discrepancies between the report and the list of those plots, presented in the supplement submitted on 21/05/2019.
- Re-identify the hazards caused by the project to each environmental compartment (including forests, trees and bushes), and clearly indicate those environmental compartments which collide with the planned project (for example by specifying the area and the number of specimens to be destroyed), and then present specific actions planned to minimise adverse impact on the environment (specifying relevant dates, locations and procedures).
- Clearly indicate specific actions planned to minimise adverse impact on fish, specifying the method of implementation relative to the works to be carried out (according to the classification presented in the report): outside the river channel and bank area; in the channel of Regalica river and directly on water surface and in the bank area (with a particular focus on provisional storage yards, in accordance with the 'Report on the development of provisional dykes as construction embankments to provide access to the central support of the designed structure').
- Present again the analysis of variants in a way allowing an environmental impact assessment (with a particular focus on the landscape) and compare all the variants.
- Re-analyse the project impact on noise-sensitive areas and identify the nearest noise-sensitive areas (specifying their distance to the project site), including in particular the implementation stage, and indicate specific technical and organisational measures aimed at minimising a possible adverse impact of identified emission on the surrounding areas.

- Present a proposed scope of monitoring the impact of the project.
- Clearly identify the measures to protect the groundwater environment during operation stage, in terms of all components of the project.

Given the need to take the actions required by applicable regulations, including the request to supplement the submitted documents, and the complexity of the case, by the announcement dated 14/06/2019, we have notified that the environmental permit will be issued later, that is until 28/09/2019.

An appropriate supplement was submitted by the letters dated 12/07/2019 and 24/07/2019. Additionally, the letter dated 24/07/2019 contained the current list of plots covered by the project, given the modifications in the scope of works as compared to the original scope presented with the application for environmental permit, due to interdisciplinary coordination with the manager of Line 273 (Biuro Strategii PKP PLK S.A.). That coordination has caused a change in the geometry of the track layout, which in turn changed the scope of its alteration – an increased number of tracks with a 750 m usable length was increased, an adjusted inclination of designed track gradelines, and changed speed limits on individual tracks.

In the course of the administrative proceedings, we were required to obtain relevant opinions and approvals by the authorities participating in the proceedings under applicable regulations. Having received on 19/04/2019 the environmental impact report, prepared by Sweco Consulting Sp. z o.o. (April 2019) and supplemented in terms of form and contents on 26/04/2019, 21/05/2019, 12/07/2019 and 24/07/2019, by the letter of 26/07/2019, we have applied for the opinion and approval of the project execution requirements to the authorities participating in the procedure, that is the State District Sanitary Inspector in Szczecin and the Military Centre for Preventive Medicine in Gdynia – pursuant to Article 77(1)(2) in conjunction with Article 78(1)(1c) of the EIA Act, and the Minister of Maritime Economy and Inland Waterways – pursuant to Article 77(1)(4) of the EIA Act.

By its letter dated 14/08/2019, the Military Centre for Preventive Medicine, after analysing the submitted documents, has approved the project without imposing any conditions for its execution. The State District Sanitary Inspector in Szczecin, by his letter dated 20/08/2019, ref.: PS.NZ.401.0129.2019, has approved the project on the condition that the construction works using tools and machines generating a high sound power level must be carried out during the day only, and that other organisational measures must be taken to reduce noise and pollutant emission in the area of the neighbouring residential buildings. In addition, the authority has required to use necessary technical and organisational measures to maintain the access roads clean during the transport of construction materials and execution of building works, to spray water onto the site in the periods of a high temperature and a dry and windy weather, and to use mobile sound screens if necessary. This has been included in this permit.

The Minister of Maritime Economy and Inland Waterways, by his letter dated 29/08/2019, ref.: DOK.DOK2.9751.5.1.2019.PK, PW:96514 (received on 03/09/2019), has requested the applicant to supplement the submitted documents with issues concerning water management. Consequently, the Regional Director for Environmental Protection in Szczecin, by his letter of 04/09/2019, ref.: WONS-OŚ.420.20.2018.KK.26, called the investor to address in writing all the matters covered in the said letter issued by the Minister of Maritime Economy and Inland Waterways.

Given the need to take the actions required by applicable regulations, including the request to supplement the submitted documents, and the complexity of the case, by the announcement dated 04/09/2019, we have notified that the environmental permit will be issued later, that is until 29/11/2019.

Having received on 18/09/2019 the supplementation regarding the project impact on surface and ground water bodies, the Regional Director for Environmental Protection in Szczecin, by his letter of 26/09/2019, ref.: WONS-OŚ.420.20.2019.KK.29, has applied to the Minister of Maritime Economy and Inland Waterways for re-approval of the requirements for executing the project. The Minister, by the decision dated 18/10/2019, ref.: DOK.DOK2.9751.5.1.2019.PK, PW: 101781, has approved the project implementation and imposed the following requirements preventing the impairment of water condition:

- reduce to a necessary minimum both the duration and the range of works carried out in the channel and bank area of Regalica river;
- it is not allowed to displace soil masses by pushing material in the river channel;
- the demolition of existing supports and the construction of new supports must be carried out using

protective steel sheet piling, so that the construction components do not enter and contaminate the river;

- the places remaining after the removed supports must be filled with native material or a material similar to natural;
- during demolition of the existing bridge, the water in Regalica River must be protected against the waste generated by the demolition works (for example by protective sheets, nets, etc.);
- domestic sewage should be collected in tight tanks, which must be regularly drained and transported out by specialised vehicles authorised for such services;
- the construction site must be supplied with equipment and measures for neutralising contamination (such as hydrophobic sorbents, bio-preparations, hydrophobic sorbent pads made as sheets or rolls, sorption cushions and cuffs). In the event of leakage of a harmful substance, the contamination must immediately be removed, and the used neutralising tools must be handed to authorised entities;
- the site backup facilities and the storage areas for construction materials and equipment must be located far from Regalica river channel, and their surface must be sealed in a way to prevent penetration of contaminants to the ground and groundwater;
- the construction equipment used for the works should be in a proper condition. At the implementation stage, it is required to conduct regular technical inspections to ensure operability of the structures and reduce the risk of failure that may cause soil or groundwater contamination;
- if a high water level is predicted on Regalica river, protect the construction site against the adverse impact of surface water and evacuate the people, equipment and materials adequately to the scale of risk.

The above requirements have been included herein in full, but in this permit we have specified certain requirements imposed by the Minister of Maritime Economy and Inland Waterways, in the following manner: to reduce the effects of destroying potential fish habitats while removing and building supports and driving sheet pile walls, the investor is required to fill the places remaining after the removed supports and the surrounding of the riverbed taken by the new supports, in a way allowing the creation of a potential habitat for lithophilous fish species, for example by pouring gravel mixed with stones, and in order to reduce to a necessary minimum both the duration and the range of works carried out in the channel and bank area of Regalica river, the investor is required to carry out such works outside the period of migration of anadromous species and their spawn, that is outside the period from the beginning of March to the end of July and outside the period from the beginning of October to the end of December. We should indicate that the said requirements have been suggested by the authors of the submitted materials.

During the proceedings, the procedure for environmental impact assessment was conducted, ensuring public participation in accordance with Article 33(1) in conjunction with Article 79 of the EIA Act. As part of public consultation, by the announcement of 26/07/2019, ref.: WONS- OŚ.420.20.2018.KK.24, we have published the information on the procedure for environmental impact assessment for the project. The announcement contained the information referred to in Article 33(1) of the EIA Act, including about the option to submit comments and requests, indicating the appropriate place and a 30 days' period for such submission, that is from 30/07/2019 to 28/08/2019 inclusive. The publication was effected by making the information available on the website of the Public Information Bulletin of the Regional Director for Environmental Protection in Szczecin, and by announcing the information in the customary manner, that is posting it on the notice board at the seat of the Regional Director for Environmental Protection in Szczecin and the Municipal Office of Szczecin.

During the public consultation, did received no comments or requests regarding the project.

Having collected the evidence allowing us to issue the requested decision in accordance with Article 10(1) of the CAP, before issuing the environmental permit, by the announcement of 29/10/2019, ref.: WONS-OŚ.420.20.2018.KK.32, we notified the parties of their option to read the case files and specified the relevant time limit. No comments were received in that time.

In addition, given the need to take the actions required by applicable regulations and the complexity of the case, by the announcements dated 28/11/2019 and 20/12/2019 we have notified that the environmental permit will be issued later, that is until 10/01/2020.

This decision has been issued under Article 104 of the CAP, which states that the administrative authority shall process a case by issuing a decision. The legal grounds also indicated Articles 82 and 85 of the EIA Act, which set

out the scope of necessary information in, correspondingly, the decision and its reasons.

The principal document based on which we have analysed the impact of the planned project on each component, determined the project impact range and set the requirements to be fulfilled during construction and after completion, was the environmental impact report including supplements. Having analysed the evidence, we have concluded as follows:

The project involves a partial demolition of the existing railway bridge at km 733.7 of Regalica river in Szczecin, and construction of a new bridge under the new railway system, including service infrastructure. The new bridge will be moved away from the existing structure by approx. 30 m down Regalica river (existing condition: km 349.120 km along Railway Line 273, designed condition: km 349.152 along Railway Line 273). The project is located within the boundaries of Szczecin, in Prawobrzeże district, Podjuchy neighbourhood.

The objective is to ensure a proper clearance (raise the bridge over the highest navigable water level – HNW) in order to allow effective ice-breaking operations using icebreakers. As of today, the bridge hinders and often prevents anti-ice protection and the circulation of icebreakers taking part in ice-breaking operations. It stops the flow of ice in the key moments of such operations, cutting off the icebreakers staying downstream of the bridge from the ice-breaking area on Odra river and stopping ice floe on the pillars.

The bridge to be demolished is a drawbridge, located along Railway Line 273 from Wrocław Główny to Szczecin Główny, at km 349.120 (Szczecin Podjuchy station), over Regalica river channel (at km 733.7 of the river). It is a five-span structure built in 1936 to replace the previous bridge built in 1877. The demolition will cover three fixed spans of the existing railway bridge, including supports. The fourth (liftable) span, situated by the western bank of Regalica, is entered into the register of monuments (decision No. L.dz.DZ-4140/47/0/K/2008/2009), so it will be kept and protected during the works.

The structure of the new bridge on Regalica river will be supported by two end supports (abutments PI, P2) and by two central supports (pillars FI, F2). The supports will be common for the spans, along both tracks. The bridge and its approach sections will be supplied with a jointless track. The plan provides for tracks 1 and 2, to be built in a new horizontal position: the tracks on the bridge at a straight line and tracks 1 and 2 in horizontal plane.

Drainage will be provided by bridge carrier pipes running to Regalica river. The bridge will also have drainage in its approach slabs.

The reconstruction requires adaptation of the rail infrastructure at the approach sections. Due to the proximity of Szczecin Podjuchy station and the need to adjust the solutions (regarding both horizontal and vertical alignment) to the projects to be carried out in parallel (reconstruction of Szczecin Podjuchy station as part of the task titled 'Construction of Szczecin Metropolitan Railway using the existing sections of Railway Lines 406, 273 and 351', and the construction of a Park & Ride area to be built by Stowarzyszenie Szczecińskiego Obszaru Metropolitalnego in cooperation with the Municipality of Szczecin, the scope of works covers a long section of Railway Lines 273 and 428. Consequently, the plan includes alteration of the infrastructure existing at Szczecin Podjuchy station, while ensuring day-to-day service for passengers at p. Szczecin Żydowce and platform 2, and maintaining the operation of PBH Odra sidings and the loading dock by track 7, including its access path.

As the rail infrastructure must be adapted to the new bridge, the plan provides for the construction of a new signal tower along with land development, an access road, parking spaces for passenger cars, and service connections to utilities.

Given the solutions adopted for the new bridge, in order to provide access to Military Complex No. 1926 and the adjacent estates, the plan includes reconstruction of the internal road (Szkolna street) at a section of approx. 280 m located under one of the spans of the existing railway bridge, at approx. km 349, and construction of a new railway flyover along Railway Line 273 from Wrocław Główny to Szczecin Główny, above Szkolna street. The project also includes the construction of a retention wall to restrict the range of the rail embankment:

- on both sides, between the end support of the new railway bridge over Regalica river and the new railway flyover above the reconstructed Szklana street
- on one side, along track no. 1 on Railway Line 273, near Railway Line 428.

To provide a grade-separated pedestrian path between platforms 1 and 2 at Szczecin Podjuchy station, the design includes an underpass to be made as a reinforced-concrete framework linking with the transfer hub, designed also for disabled persons.

Due to the reconstruction of Szczecin Podjuchy station, it is also required to restore power supply for the existing and new power equipment, which includes the electrical heating of turnouts, the lighting of platforms, underpass and railway areas, and railway signalling equipment.

In addition, the project will also cover the relocation of power supply, telecommunication, water supply, gas and rainwater drainage networks, as well as the construction of rainwater drainage network near the bridge, drainage for the tracks and platforms, water supply and wastewater connections, and access roads to the enclosed areas (service roads).

As results from the analysis of submitted documents, risks to particular environmental compartments will arise during execution and operation stages. Therefore, before issuing this permit, we carried out a thorough analysis to estimate both direct and indirect impacts of the project, mainly in terms of environmental conditions, waste management, water and wastewater management, emission of contaminants, and noise.

According to the report, the construction works for the project will cover:

- preparatory works, including without limitation the clearing of conflicting greenery, including trees,
- demolition of a part of the railway bridge, track, conflicting utilities to be relocated and conflicting civil structures (signal tower, culverts and service buildings),
- construction of crossing structures: a new railway bridge, a flyover above Szklana street, retention walls, an underpass at Szczecin Podjuchy station, a culvert at km 347+408,
- construction of a signal tower,
- construction of railway track and infrastructure,
- construction and relocation of water supply, gas, wastewater drainage, power supply and telecommunication networks,
- construction of internal road sections,
- cleanup works.

Demolition of the existing spans and construction of the new spans will be carried out by incremental launching. The existing spans will be dismantled by incremental removal behind abutment 1. The order of dismantling will be as follows: Span A, span B, span C. Each span will be supported, for example, on floating piers made as an assembly of a barge and a pushboat. Once a span is slid out, it will be disassembled ‘bar by bar’, and all scrap (waste) will be managed according to applicable regulations. The existing supports will be dismantled together with a part of their deep foundations (wooden piles), in a shield made of perimeter sheet piling driven from a floating support. The supports will be demolished, and the spoil (concrete / bricks / stones) will be managed according to applicable regulations.

On the right bank of Regalica river, the bridge is neighboured by urbanised and industrial areas, and on the left bank, by separated buildings. The left bank is more natural – there are sections of rush and willow-and-poplar riparian forests with a simple structure. Approx. 160 m south-westwards from the bridge, Regalica river is connected with West Odra river by Leśny (Odyńca) Channel. The railway bridge is located on the bottom of Odra river valley, on Regalica river. In that area, the bottom of Odra river valley is approx. 5.7 km wide, and the mere channel of Regalica river is approx. 235 m wide.

No stage of the project will cause groundwater contamination. The domestic wastewater to be generated during construction will be collected in a tight septic tank and then managed according to applicable regulations. Nevertheless, there is a risk of circumstances where hazardous substances may penetrate to the environment, which may indirectly contaminate the groundwater environment. However, such circumstances are unforeseeable and impossible to predict. Even so, the investor has been obliged to inspect the technical condition of machinery, service equipment and vehicles, in order to maintain them in a good condition and keep the site and backup facilities in order, which will allow preventing any leakage of oil derivatives, and thus eliminating the risk of adverse effect on soil, surface water and groundwater. To avoid oil leaks from the construction or transport equipment, we have imposed the obligation to use appropriate sorption materials in order to neutralise the contaminated soil surface or water (such as loose hydrophobic sorbents, hydrophobic sorbent pads made as sheets or rolls, sorption cushions and cuffs, bio-preparations, etc.), and then to manage the contaminated material as required by applicable regulations. Furthermore, to minimise hazard to the groundwater environment, we have requested the investor to take the following measures:

- protect the site intended for material and equipment storage against the ingress of substances harmful to groundwater environment, including: the ground in the parking areas for vehicles and construction machinery and the vehicles operating at the site, parking areas for personnel, refuelling areas, storage areas for hazardous materials (such as fuels, solvents or paints), by spreading a geomembrane and using rainwater collection bands, and then draining the water to the ground after pretreating it in sedimentation tanks,
- carry out the works within the channel of Regalica river (demolition of the existing piers and construction of piers for the new bridge) in a shield made of sheet piling, in order to restrict the spread of suspended matter;
- prevent the displacement of soil masses by pushing material in the river channel;
- install special protective sheets under the deck of the bridge to be demolished, in order to prevent the contamination of Regalica river with waste generated during the demolition;
- protect (cover) any loose material during transport and storage on the site yard, in order to reduce the risk of contaminating water with loose materials (dust, sand, cement);
- where reasonable, provide a roof over the storage yards for the construction equipment and materials which pose a risk that substances will be washed out and penetrate into the ground, as well as for hazardous waste.

At the operation stage, the project will not show any major impact on surface water, as compared to the impacts existing presently. As part of the project, the wastewater drainage system will be altered and extended. The Technical Concept Plan provides for the following:

- building a drainage system for the bridge on the northern side by making a bridge carrier pipe and track drains, including reinforcing the outlets of the drainage system and the track drains, which run to Regalica river;
- altering and building a drainage system for the bridge on the southern side, at the track and at Szklana street, by building a rainwater sewerage including pretreatment devices and an outlet to Regalica river;
- construction of natural-and-pressure drainage system, including a pumping station to collect rainwater from the area of the station (platforms, underpass), and a track drain system;
- a channel retention system in case the possibility of discharging water to the recipient / existing network is restricted.

Due to the alteration of the existing sewerage outlet to Regalica river, the sewerage system will be provided with equipment that will reduce contamination during rain and thaw water discharge, so to meet relevant requirements prescribed by applicable regulations.

As part of the proceedings, we have thoroughly analysed the project impact on each environmental compartment, taking into account the following documents:

- The Order of the Regional Director for Environmental Protection in Szczecin dated 31 March 2014 on adopting the protective action plan for the Natura 2000 area ‘The Lower Odra river’ (PLH320037), and amending orders dated 10 December 2015 and 6 December 2016, along with the basic materials;
- The Order of the Regional Director for Environmental Protection in Szczecin dated 30 April 2014 on adopting the protective action plan for the Natura 2000 area ‘The Lower Odra Valley’ (PLB320003), and the amending order dated 27 April 2017, along with the basic materials;
- Regulation No. 113/2006 of the Governor of Zachodniopomorskie Province of 22 August 2006 on establishing the Protection Plan for Szczecin Landscape Park ‘Puszcza Bukowa’;
- ‘Nature Assessment for Zachodniopomorskie Province’ (Nature Conservation Office, Szczecin 2010); Standard Data Forms made for Natura 2000 areas, including the information on area characteristics, natural environment and hazard identification.

As regards environmentally valuable areas, including Natura 2000 areas, the planned project is situated within the boundaries of:

- special protection area ‘Lower Odra Valley’ (PLB320003),
- site of Community interest ‘Lower Odra river’ (PLH320037),
- the buffer strips of Szczecin Landscape Park ‘Puszcza Bukowa’.

These Natura 2000 areas (‘Lower Odra Valley’ PLB320003 and ‘Lower Odra river’ PLH320037) have their

protection task plans (PTPs).

According to the basic materials for the protection task plan, and the Standard Data Forms (SDFs):

- The ‘Lower Odra’ (PLH320037) area covers a section of the river valley being approx. 90 km long and including meadows, alder groves, riparian forests and flooded oxbows. A large part of the area is occupied by natural floodplains, flooded every year in spring and occasionally in summer and autumn. The sanctuary also covers fragments of the boundary zone of Odra river valley, including patches of xerophilous plants, for example xerothermic grasslands, oak-hornbeam and beech forests. The area shows well preserved habitats, including 21 types of habitats listed in Annex I to Directive 92/43/EEC. The key elements of the sanctuary are the habitats which depend on flowing water: oxbows and natural eutrophic lakes with *Nympheion* and *Potamion*-type vegetation (habitat code: 3150), water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation (habitat code: 3260), Rivers with muddy banks with *Chenopodion rubri p.p.* and *Bidention p.p.* vegetation (habitat code: 3270), Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) (habitat code: 6410), Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels (habitat code: 6430), and alluvial meadows of river valleys of the *Cnidion dubii* (habitat code: 6440). Very large areas are occupied by alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Alno-Padion, Alnion incanae, Salicion albae*) (habitat code: 91E0). There are also many rare and threatened species, including 17 species listed in Annex II to Directive 92/43/EEC. The oxbows are home to the lesser ramshorn snail, northern crested newt and European fire-bellied toad, and archival data indicate the presence of the European pond turtle (presently a population with grade D). ichthyofauna is represented by three species listed in the Habitats Directive: white-finned gudgeon, asp and spined loach. The protected mammals present in the area include: greater mouse-eared bat, pond bat, beaver, otter and wolf.
- The ‘Lower Odra Valley’ (PLB320003) area covers a fragment of Odra river valley, partly coincides with the boundaries of the aforesaid Natura 2000 area ‘Lower Odra river’, and is very important particularly to the wetland birds in their breeding, migration and wintering seasons. This area is home to at least 43 bird species listed in Annex I to the Birds Directive and 14 birds listed in the Polish Red Book. In the breeding season, the area is inhabited by at least 1% of national population of the following bird species: bittern, Montagu's harrier and greylag goose. In the migration season, the area is a migration route for at least 1% of population of the following bird species: taiga bean goose and greater white-fronted goose. There is also a relatively high concentration of the whooper swan, peewit and European golden plover. During the autumn staging area, there are approx. 5,000 specimens of crane. Apart from the mentioned species, protection on that area also covers, without limitation, the following birds and their habitats: kingfisher, black tern, common tern, little tern, little bittern, smew, great white heron, black stork, black kite, red kite, white-tailed eagle, western marsh harrier, osprey, corncrake, eagle owl, barn owl, great cormorant and lesser spotted eagle.

As it is necessary to thoroughly analyse the project impact on each environmental compartments, both on and around the project site, for the purposes of the report an environmental survey was carried out to check for the presence of the plant and animal species and habitats listed in Annexes I and II to the Habitats Directive and the Birds Directive, as well as other protected species of plants and animals.

As regards vegetation, the project site and its surroundings cover the following:

- a man-modified part of the valley and channel of East Odra (Regalica) river, with reinforced banks, with separated specimens of the common duckweed *Lemna minor* and common duckmea *Spirodela polyrhiza,* and on the bank there are rush species and other species present in wetland environments, such separated specimens of the phragmites *Phragmites australis,* pale persicaria *Persicaria lapathifolia,* reed canary grass *Phalaris arundinacea,* broadleaf cattail *Typha latifolia,* hedge bindweed *Calystegia sepium* and common hop *Humulus lupulus.*
- an area covered by permanent green arable land, a part of which is intensively used, has a poor floristic composition, but a part of the land not used for agriculture is covered by minor populations of the dwarf everlast *Helichrysum arenarium*,
- minor fragments of forest areas, both natural and man-made. The (partially) natural forests include those

located south, from Floriana Krygiera street to Odra river, on both sides of the railway track; on the eastern side, these are mainly alder forests including small fragments of alluvial alder forests, but the alluvial forests formed in the lower part of railway embankments, while the alder forests, on the lowest terrains, where water covers the ground for a long time; on the other side of the track, there are forests whose composition is dominated by the common oak *Quercus robur*, silver birch *Betula pendula*, and largely by the Scots pine *Pinus sylvestris.* That part of the forest cover is an acid birch-oak forest (*Betulo- Quercetum* complex). In open areas with a good access to sunlight, there spread an invasive species – the Canadian goldenrod *Solidago canadensis.* That part of the forest cover is an acid birch-oak forest (*Betulo-Quercetum* complex). A small fragment of forest is located on the other side of Odra river, near Pabianicka street; it is an entirely artificial forest, formed by plantings and secondary outgrowths of the black locust *Robinia pseudoaccacia*,

- urbanised areas: railway zones, areas developed with civil structures or roads, and others; these areas are covered by invaluable ruderal vegetation, living on degraded and heavily transformed areas; they do not form natural vegetation complexes, and their composition is sometimes similar to fresh meadows; they are not home to any rare or threatened species, and the protected species only include the dwarf everlast (on the earth road and its shoulder).

Analysing the project in terms of natural habitats protected in the Natura 2000 area 'Lower Odra river' (PLH320037), according to the submitted documents, the left bank of Regalica, the northern section of the area covered by environmental survey, conducted for the purpose of the report, includes two fragments of patches of natural habitats such as:

- 91E0 – Alluvial forests with Alnus glutinosa and Fraxinus excelsior (*Alno-Padion, Alnion incanae, Salicion albae*), situated on plot No. 8, precinct 1114 Szczecin, at the base of railway embankments and partly also on their slopes, on the right side; the forest stand is dominated by the common alder *Alnus glutinosa*, around 90 years old, the undergrowth – by the common hazel *Corylus ayellana* and bird cherry *Primus padus*, and the ground cover – by the common nettle *Urtica dioica*, broad-leaved enchanter's nightshade *Circaea lutetiana*, touch-me-not balsam *Impatiens noli-tangere* and others; the condition of that stand is considered to be unsatisfactory (Ul), due to a considerable degree of aldering – penetration of rush species (mainly *Phragmites australis*, the careces of *Magnocaricioń)* complex, and an insufficient amount of dead timber and appearing species being alien in the habitat;
- 9190 Old acidophilous oak woods with *Quercus robur* on sandy plains, located on plot No. 8, precinct 1114 Szczecin, on the left side of the railway embankment; the tree stand is dominated by the common oak *Quercus robur* and silver birch *Betulapendula*, with a considerable share of the Scots pine *Pinus sylvestris*; the ground cover sis dominated by various types of grass, mainly the wavy hair-grass *Deschampsia fexuosa* and, in some places, blackberries like the European dewberry *Rubus caesius* and others; some areas show a large share of the rough horsetail *Eąuisetum hyemale*; the condition of that habitat is considered to be poor (U2) due to a large share of the Scots pine *Pinus sylvestris*, the presence of alien and invasive species, a very low amount of dead timber, and a poor composition of the ground cover.

As the submitted materials indicate, the execution stage will destroy only a part of habitat 91E0, at an approximate area of 860 m^2 (along the existing railway embankment), which corresponds to approx. 0.004 % of the total area of the habitat in that sanctuary. Nevertheless, as most works will be carried out within the railway track, the losses in the habitat will be much lower. Considering the unsatisfactory maintenance condition of that habitat, and the fact that the anticipated loss in the habitat during the works will be low if compared to the resources existing in the Natura 2000 area 'Lower Odra River', the impact of the project on habitat 91E0 will be insignificant. Additionally, to protect a part of the habitat adjacent to the work site, which are not covered by the project-related works, the investor is required to build a temporary fence (e.g. made of forest netting), which will protect the patches of the habitat against construction machines, and to conduct the works near the habitat with participation of environmental supervisors, who will indicate, if necessary, any additional actions to protect that natural habitat.

Given that the design activities provided a specification of the scope of works to be carried out at the section from abutment 2 to Floriana Krygiera street, no interference in natural habitat 9190 is planned. However, the

investor is required to build provisional fencing to protect the patch of that habitat during the works, having completed the necessary tree clearing on and at the base of the embankment.

Therefore, we do not expect any significant adverse effect of the project on the aforesaid objects protected in the Natura 2000 area 'Lower Odra River'. The project is not in conflict with the protected plant species listed in Annex II to the Habitats Directive.

Fish are another environmental compartment that is threatened by the project.

While gathering the materials concerning composition and structure of ichthyofauna in Regalica river, including when analysing the results of a site survey conducted by electrical fishing, it was found that the project site might be a convenient habitat for protected fish species, including those listed in the annex to the Habitats Directive, such as asp, spined loach, white-finned gudgeon and European bitterling, as well as an important location during spawning migration for the European river lamprey and salmon.

According to the submitted materials, during the removal of the old and installation of new supports, the re-suspension of bottom sludge will temporarily increase the amount of suspended matters and biogenic substances, which will consequently increase turbidity, reduce transparency and deteriorate oxygen conditions. This may have a significant adverse effect on the fish living in the area. During the periods of abnormal water turbidity, it is possible that most fish species will reduce or completely stop their feeding, which may deteriorate their condition and health. As Regalica river is a migration corridor for the salmon, sea trout, European river lamprey and several other species of fish, the turbidity of water in the period of spawning migration may, by completely disturbing the sensory orientation, make it impossible for the migrating fish to reach their spawning grounds. In addition, the necessary removal of alluvium layer in the area of removing old and installing new spans may reduce the feed of the fish that eat bottom fauna. However, as the area covered by the planned works is small if compared to the width of the river and the flow at that section, and given the fast spread of the generated suspended matter, there will be no adverse effect for that environment. Besides, as Regalica river at the section covered by the project is significantly transformed in hydrotechnical terms (bank development and channel profile), there will be no attractive spawning grounds and, consequently, we can exclude the accidental silting up of spawning grounds during the construction works. However, given the project scope and the resulting hazards, to reduce the adverse effect of the project on the said group of animals, the investor has planned the following measures:

- the works to be conducted in the river channel, involving the driving of sheet pile walls and piling, will be carried out outside the period of migration and spawning of anadromous species, that is beyond the period from the beginning of March to the end of July and from the beginning of October to the end of December;
- the works to be conducted in the bank area of Regalica river, involving site preparation on the left bank, near the planned abutment, should be carried out outside the spawning period of phytophilous fish present in submerged and flowing hydrophytes, that is beyond the period from the beginning of May to the end of July;
- electrical fishing to be carried out in the area of works that involve driving sheet pile walls and in the bank area, near the planned abutments, to be participated by an ichthyologist, with the aim to remove small fish from the hazardous area, including such species as spined loach, European bitterling and white-finned gudgeon, which live in the submerged and flowing hydrophytes, and if fish are present inside the cladding of sheet pile walls, they should be caught and released to Regalica river.

In addition, to reduce the effects of a possible destruction of potential fish habitats while removing and building the supports and driving sheet pile walls, the authors of the report have suggested that the places remaining after the removed supports and those around the river bed taken by the new supports should be filled with, for example, a gravel-stone mixture in order to create a potential habitat for lithophilous fish.

The above measures are included in this permit.

According to the submitted documents, the surveys conducted for the purpose of the report indicate that the project will not affect any other animal species protected in the Natura 2000 area 'Lower Odra River'.

With reference to the PTP for the special area of conservation 'Lower Odra River' (PLH320037), the main risks to the protected objects may include the following: for natural habitats 91E0 and 9190 – among others, human induced changes in hydraulic conditions (J02) and invasive alien species (I01); for fish (asp, spined loach, white-finned gudgeon) – reduction or loss of specific habitat features (J03.01), pollution to surface waters (H01). In our

opinion, the implementation of the project with the present technical assumptions and the measures mitigating the adverse effect on the environment (which include, *inter alia*, the protection of habitat patches located in the immediate vicinity of the works, the execution of works under environmental supervision and outside the periods of migration and spawning of fish, the creation of a potential habitat for lithophilous fish, and the protection of groundwater environment against contamination by oil derivatives) will have no significant adverse impact on the condition of the objects protected in this Natura 2000 area or on the cohesion and integrity of this area.

Considering the above as well as the planned mitigating measures and the project impact range, the project will not deteriorate the protection of habitats 9190 and 91E0 or any other object protected in the Natura 2000 area 'Lower Odra River', and therefore we do not expect that the project will disturb the integrity of the area.

As regards another Natura 2000 area, the important bird area 'Lower Odra Valley' (PLB320003), which will also be covered by the project, we state as follows.

In accordance with graphic appendices to the basic materials for the protection task plan for 'Lower Odra Valley' (PLB320003), the project site is not a convenient location for the bird species protected in that Natura 2000 area.

According to the results of the survey of protected bird species, the project site is home to 65 species of birds, among which: 56 species are breeding or probably breeding, and 9 are non-breeding. Amongst the breeding species present in the area, the most valuable is the black woodpecker, which nests and feeds in the wet forests situated in the northern part of the surveyed area, and the red-backed shrike, which nests on the meadows by Ceglany Channel. In July, at the railway bridge by Regalica river, the surveyors noticed the (probably breeding) white wagtail *Motacilla alba* (single birds staying in an appropriate breeding place) and the common wood pigeon *Columba palumbus* (a pair of birds making display calls and copulating). Additionally, on the bridge superstructure, the surveyors observed two empty nests, which probably belonged to hooded crows *Corvus cornix.* During a check in July, only 9 non-breeding species were observed. Apart from the European honey buzzard *Pernis apivorus,* noticed over the forest in the northern part of the area, other non-breeding birds were observed at Regalica by the railway bridge – these included such species as the black-headed gull *Chroicocephalus ridibundus,* European herring gull *Larus argentatus,* common gull *Larus canus,* mallard *Anas platyrhynchos* and mute swans *Cygnus olor.* A cormorant was also observed. Additionally, the project site, due to its location in Odra river valley, is used both by birds migrating in spring and autumn and by inhabiting and locally migrating birds. Among these species, protection in the Natura 2000 area 'Lower Odra Valley' covers the mallard, cormorant and mute swan.

The present bird species are exposed to the following risks at the execution stage: taking the land for the project; mechanical destruction of habitats, including tree and bush clearing (for birds nesting and feeding on trees and bushes); biotope contamination (the loss of reduction of potential feeding areas); ground vibration and noise during construction works, which may scare off the birds and create the barrier effect; and accidental death. The project will collide with a part of forest area (0.38 ha) situated on the left side of the railway line, on plot No. 414, precinct 1114. The species dominating in that forest stand is the Canadian poplar, complemented by the common alder and white willow. According to the report, the planned works (including, for example, the clearing of trees in order to modify the route of the railway track) will directly destroy the habitats of certain protected species nesting on trees. Therefore, in view of protecting local bird population, trees must be cleared outside the breeding season of that group of animals. However, the trees may be cleared in the said protective period if the clearing may not be carried out outside that period due to technological reasons, but provided that the environmental supervisors exclude the presence and breeding of the protected bird species, and if such species are observed, then appropriate permits must be obtained, according to the Nature Conservation Act. The trees to be cleared may also be inhabited by protected plant and animal species not found during the environmental survey conducted for the purposes of the report, which should be re-verified by the environmental supervisors before the project execution begins. The ornithological supervisors should also check the bridge subject to demolition, in order to exclude the presence of any nests of protected bird species. In addition, since the project collides with certain species of trees and bushes (including with a forest),the investor, as part of the mitigating measures, has proposed the installation of 8 D-type nest boxes for large hole-nesting species, at the section running from the left abutment to Floriana Krygiera street, and B-type nest boxes on the trees surrounding the project site, near Żydowce neighbourhood. This has been included in this permit, and we have additionally required the investor to hang A-type nest boxes, maintaining

appropriate spaces between them. To assess the efficacy of the said measures, the investor is required to check the technical and sanitary condition of the boxes.

During project operation, the noise generated by rail traffic will not change compared to the present condition. The new bridge, located next to the current structure, will not be a new obstacle to birds. Birds usually migrate at significant heights (normally above 100 m), so the new railway bridge on Regalica river will not create an obstacle to migrating birds.

As regards the Protection Task Plan for the aforesaid bird protection area 'Lower Odra Valley', the identified existing and potential threats to the protected objects present on and around the project site, and to those potentially present (for example: mallard, mute swan, cormorant), which may be caused by the project execution, include, without limitation, point source or irregular noise pollution (H06.01.01) or reduction or loss of specific habitat features (J03.01). As the project site is not a valuable habitat for the mentioned species, we are of an opinion that the project execution will not have a significant adverse effect on the preservation of the protected objects in this Natura 2000 area or on its cohesion and integrity.

To summarise, considering the results of the surveys and the use of the mitigating measures imposed by this permit, we do not expect that the project will have a significant adverse effect on the preservation of the objects protected in the following Natura 2000 areas: bird protection area 'Lower Odra Valley' (PLB320003) and site of Community interest 'Lower Odra River' (PLH320037). The project will also not endanger the cohesion or integrity of these areas.

As regards other protected species of plants and animals, we state as follows.

The environmental survey conducted for the purpose of the report has shown that, at the execution stage, the project may collide with the following protected species of vascular plants and mosses: dwarf everlast *Helichrysum arenarium*, at approx. 3 m^2 (the earth road extending Chocimska street, and plot No. 23/4, precinct 4142 Szczecin, under the 110 kV power line); *Rhytidiadelphus squarrosus* (plot No. 23/4, precinct 4142 Szczecin), at approx. 12 m^2, red-stemmed feathermoss *Pleurozioum schreberi* (plot No. 23/4, precinct 4142 Szczecin), at approx. 10 m^2; and *Calliergonella cuspidata*, at approx. 0.25 m^2 (the edge of the alder grove at the section from Floriana Krygiera street to the bridge abutment, where construction works will be carried out to move the track system). It should be indicated that these species are relatively common, both locally and country-wide. They also have their stands beyond the project site, so the execution of the project will not considerably reduce their number. Given that at the present stage we do not yet have final arrangements as to the location of certain facilities, including the support structures, in the first place it is required (as far as possible) to protect the stands of those species against destruction, for example by fencing, and if they must be destroyed, then to obtain relevant permits. This should be done by the environmental supervision body.

In addition, the building works may cause the destruction of 1 stand of a species endangered country-wide and covered by strict protection, that is the water caltrop *Trapa natans*, which grows in the water of Regalica river, along its left bank. According to the report, near the bridge, on the west bank of Regalica river, the project site is a potential habitat of that plant. In accordance with the Nature Assessment for the City of Szczecin (*Waloryzacja przyrodnicza miasta Szczecin*) (Szczecin, 2018), the project site covers (35 m east from the bridge) single specimens of the water caltrop, while a larger patch, composed of around 20 specimens, is situated around 115 m north-east from the northern span of the railway bridge. As results from the submitted materials, the destruction of several to less than twenty specimens of the water caltrop will not affect its preservation. A more serious impact during project execution could occur due to a change in the physico-chemical properties of water. During the removal of the old and installation of new supports, as well as shortly after they are installed, the re-suspension of bottom sludge will temporarily increase the amount of suspended matters and biogenic substances, which will in turn temporarily increase turbidity, reduce transparency and deteriorate oxygen conditions. The water caltrop requires water to be clean, so its growth may be restricted for some time within the area affected by the increased content of suspended matter. Nevertheless, this is anticipated to be short and temporary, and will not permanently modify the site conditions in the river channel. As the area to be taken for the works is small if compared to the width of the river and the flow at this section of Regalica, we should expect that the suspended matter will spread, with no adverse consequences for the natural environment. Nevertheless, to protect the stands of the water caltrop, existing upstream of the present bridge and downstream of the construction site of the new bridge, the investor is required to fence the

site in the area of the abutment on the left bank of Regalica, which reaches the shoreline. This will delimit the section of the bank available, for example, to barges, and should also be done by the environmental supervision authority.

During the environmental survey conducted on the project site, the surveyors did not observe any protected species of amphibians. Only within the wet forests on the left bank of Regalica river, they noticed single specimens of the common frog *Rana temporaria.* They have also not noticed any potential habitats of this group of organisms. Furthermore, they have also not observed any convenient feeding grounds for the protected amphibians. Nevertheless, it cannot be excluded that these species will be found during the works. In order to reduce the adverse effect of the project on animals, the investor is required to conduct environmental supervision for the presence of animals (with a particular focus on amphibians) and, as far as possible, to ensure their safe removal outside the area of works. These activities should be carried out in cooperation with the site management. The mentioned solutions should also be applied to other animals that may be found on the construction site.

The survey has not shown that the project site is particularly used by land mammals. Additionally, given the scale of the project and the concentration of works on a small area, the execution will have no adverse effect on that group of animals. Besides, we do not expect any adverse impact on bats. The railway bridge in Podjuchy includes monolithic concrete supports of the bridge spans and concrete abutments, which, due to their structure, are not potential wintering sites or summer hiding places for bats. An exception may be a part of the abutment located on the east bank of the river, which includes a structure that probably used to be a bunker. No hiding places for bats were discovered in that structure during the inspections conducted for the purpose of the report. Nevertheless, before demolishing the bunker on the east bank of Regalica, the environmental supervisors should check the minor cavities under the ceiling, and the ventilation ducts, in order to exclude the presence of bats. If any bats are found, it is required to use appropriate mitigating measures, including to obtain relevant permits, which is under responsibility of the environmental supervisors. As regards the forest covers to be removed, there are no trees that would be potential habitats of the mentioned birds.

The project is located within the buffer strips of Szczecin Landscape Park ‘Puszcza Bukowa’. Regulation No. 113/2006 of the Governor of Zachodniopomorskie Province of 22 August 2006 has established the Protection Plan for Szczecin Landscape Park ‘Puszcza Bukowa’. The plan indicates the following environmental protection objectives in the landscape park: conservation of inanimate nature resources, protection and improvement of air quality, conservation of the resources and ecosystems existing in water and swamps, conservation and shaping of forest and non-forest ecosystems, and conservation of biodiversity. It also sets the objectives regarding landscape conservation and the protection of cultural, economic and social assets. Besides, the plan contains recommendations concerning the park's buffer strip. As regards the objectives of environmental protection, it recommends the conservation of biodiversity (defined as the intention to preserve or restore a possibly broad diversity of the plants, fungi and animals characteristic of the Park, encoded as the genetic information of rare and common species, combined with the conservation of the diversity of population of individual species) by preserving and expanding wildlife corridors, which are crucial to the exchange of genes and the preservation of ecological interrelations in the park and buffer strip. According to an analysis presented in the report, the execution of the project does not cause any risk to the protection objectives assumed for that protected area. It should additionally be noted that the recommendations specified in the protection plan include the fostering of qualified tourism in the Park, while creating alternatives for pedestrian circulation and short-term leisure within the buffer strip. The actions aimed at making available for tourists the historic bascule, which will be preserved and renewed after bridge demolition, match the recommendations listed in the Park Protection Plan.

Based on the analyses conducted within the procedure to assess project impact on various environmental compartments, it should be noted that, with the use of the requirements imposed in this permit, the project will not have any adverse effect on the protected species of plants or animals.

The said analyses have also shown that the project will not affect the structure, integrity and cohesion of the Natura 2000 areas, or generate any cumulative impact.

In addition, losses in the natural environment will be minimised by the environmental supervision, to be conducted by qualified specialists in the field, who will document and properly verify local conditions and suggest effective mitigating measures adequate to the site of the project. We should note that the goal of environmental

supervision is to check the works, putting a particular focus on the obligation to implement solutions in the field of protecting environmental compartments, and the obligation to specify the period and method of such works with reference to the stands of protected species and natural habitats.

This procedure has also covered an analysis of the planned execution of the project for conformity with the Water Framework Directive 2000/60/EC (WFD) of 23 October 2000, which obliges the Member States to rationally
use and protect water resources according to the principle of sustainable development.

The planned project will be carried out within Odra river basin. The Regulation of the Council of Ministers of 18 October 2016 on revising the Water Management Plan for Odra river basin (Polish Journal of Laws 2016, item 1967) (hereinafter: 'RWMP') does not define the task as a task which may endanger the achievement of environmental objectives. It has been included in the Flood Risk Management Plan for Odra river basin, adopted by the Regulation of the Council of Ministers of 18 October 2016 on adopting the Flood Risk Management Plan for Odra river basin (Polish Journal of Laws 2016, item 1938) as a strategic project.

In accordance with the currently applicable Water Management Plan for Odra catchment area (Polish Journal of Laws 2016, item 1967), the project site is a part of the body of surface water (JCWP) 'Odra river from West Odra to Parnica', coded PLRW6000211971. This water body is defined as heavily modified body being in a poor condition and at risk of non-achieving the environmental objectives. The environmental objective for this JCWP is to reach a good ecological potential and a good chemical status. The body of surface water JCWP PLRW6000211971 has an established extension of the deadline to achieve the environmental objectives, in accordance with Article 4.4 of the Water Framework Directive. The deadline for achieving a god status has been set at 2027. The JCWP is also an area intended for the conservation of habitats or species, as referred to in the Nature Conservation Act of 16 April 2004 (Polish Journal of Laws 2018, item 1614, as amended), for which the preservation or improvement ow water condition is an important component of conservation. Additionally, the JCWP is used for the abstraction of water intended for human consumption, and has been designated for leisure purposes, including as a bathing site.

Furthermore, the project site is located within the following bodies of groundwater (JCWPd): GW60004 and GW600023. The environmental objective for these water bodies is to achieve a good quantitative status and a good chemical status. These bodies of water are monitored, not at risk of non-achieving the said environmental objectives, and used for the abstraction of water intended for human consumption.

According to the submitted dossier, the project is linked with the following principal factors affecting the bodies of water:

- temporary increase in the amount of suspended matter and biogenic substances in the waters of Regalica river;
- point modification of bank structure in the locations of abutments of the new bridge;
- point modification of the river bed structure by removing the in-water piers of the existing bridge and building new piers;
- local change of flow velocity in the river channel, resulting from the removal of the in-water piers of the old bridge;
- point modification of flow dynamics in the bank area – a change in river bed roughness, caused mainly by the removal of plants the construction of new abutments and the removal of old abutments;
- destruction of the micro-forms living on the river bed, being potential habitats and feeding areas of fish, by removing the piers of the existing bridge.

As part of analysing the project impact on the possibility to achieve the environmental objectives, the Investor has presented and analysed the current monitoring data to assess the status of the bodies of surface water (data for 2018 from the National Environmental Monitoring, 2018) and bodies of groundwater (data for 2016 from the National Geological Institute – National Research Institute).

The anticipated impact on the biological elements covered by the assessment of the status / ecological potential will mainly imply the mechanical destruction of habitats and feeding areas of fish, mostly at the execution stage. In addition, the project will cause a temporary deterioration of the sites of macrophytes, macro-invertebrates and phytoplankton. The demolition of the bridge and the construction of the new bridge will cause a temporary impact,

which will not permanently modify the site conditions within the river. The works covered by the project will be carried out in the fish spawning season, when the sensitivity of fish to the inflow of suspended matter is maximum. The anticipated impacts may disturb migration during the works conducted in Regalica river channel. However, the impacts will be moderate, short-term and reversible.

The impact on hydro-morphological conditions will be generated mainly by point interference in the structure of the channel and banks, and also, indirectly, by a changed dynamics of water flow in the channel. The project will locally contribute to a change in bank structure and a modification of the processes existing in the channel near the new bridge supports. As the works in Regalica river channel will be carried out at a certain section, they will not impair the hydro-morphological status in the entire basin of the JCWP.

Since the works are only temporary, the impacts on physico-chemical indicators will mainly occur during execution, and will be limited to the period of earthworks conducted in the river channel. As part of the project, the Investor does not plan any related dredging works that would cover the entire width of the river channel at a long section, which works would cause an additional growth of suspended matter in the water. The removal of the foundations of the old bridge's supports will cause considerable turbidity of bottom sludge and activate the organic matter and compounds, nitrates, phosphates and heavy metals deposited therein. The works will be carried out on a small area when compared to the whole width of the river and the flow rate, so the generated suspended matter will disperse quickly and not cause any significant long-lasting impact.

Therefore, the Water Management Plan for Odra river basin does not provide for any adverse impact of the project on the achievement of the environmental objectives set for the JCWP (PLRW6000211971). The project does not generate any permanent changes in the hydro-morphological condition or the biological or hydro-morphological continuity of the JCWP, and the impacts may be considered to be short and temporary.

The project also does not endanger the environmental objectives for other, neighbouring bodies of water, that is Dąbie Lake (LW90329) and JCWP 'Odra river from Parnica to the Mouth' (RW6000211999). Given the small scale and the technology of works to be carried out in the river channel, it has been assessed that the project will not have any adverse effect on its condition.

Additionally, as indicated by the submitted documents, neither during execution nor during operation will the project cause any permanent alteration of water conditions in the groundwater covered by the project. Furthermore, the risks related to a possible failure (a leak of fuel and oil derivatives into groundwater) will be eliminated by observing the requirements set forth in the introduction to this permit.

Considering the nature of the project and the method of its implementation, as well as the fact that the investor has been given a number of requirements that prevent the contamination of groundwater and oblige the investor to maintain a good status / potential of water (such as the obligation to carry out the piling and driving of sheet pile walls outside the migration period of anadromous species and their spawn; carry out the works in the bank area, involving site preparation on the left bank, near the planned abutment, outside the spawning season, that is outside the period from the beginning of May to the end of July; minimise the area taken as the construction site; properly protect the storage places of hazardous waste against the penetration of hazardous substances to groundwater environment (for example, with a geomembrane); repair the supports at the listed historic span in a shield made of sheet pile walls; properly segregate and store waste in a separate location that enables regular collection by authorised entities; protect (cover) loose materials during transport and storage on the backup yard), the project will not adversely affect the condition of (ground or surface) water bodies, in particular it will not impair the condition of waters or water dependent ecosystems, and thus it will not endanger the achievement of the environmental objectives specified in the currently applicable Water Management Plan for Odra river basin (Polish Journal of Laws 2016, item 1967). This is also supported by the position taken by the authority participating in the proceedings, that is the Minister of Maritime Economy and Inland Waterways, as expressed in the decision of 18/10/2019, ref.: DOK.DOK2.9751.5.1.2019.PK, PW: 101781, which approved the implementation of the project.

Air pollution will temporarily increase during execution and operation of the project and de-mobilisation of the site. For the purposes of the report, an analysis of the spread of air pollution during execution was carried out, which covered such emission sources as the construction machinery used on the site, trucks as well as light and heavy vehicles serving for the construction site. The calculations made with the method specified in the Regulation of the Minister of Environment of 26 January 2010 on reference values for certain substances in the air (Polish

Journal of Laws No. 16, item 87) have shown that the project execution will not reduce the quality of ambient air. As regards the operation stage, we also do not expect any impact of the modernised rail line on ambient air. Full electrification of the line implies a zero emission. The emission of dust, which may occur during the operation / circulation of trains, generated by the friction of wheels against rails and brake pads and by the wear and tear of train sets, has been assessed by the authors of the reports as insignificant to the impact on this environmental compartment. In order to reduce gas and dust emission, the investor will carry out all works using modern and operational equipment only, limit the operating time of engines at maximum speed and the velocity of road vehicles on and near the site, and apply necessary technical and organisational measures to properly maintain the access roads during the transport of construction materials and the execution of civil works.

In consequence, the execution and operation stages will generate local and short-term impacts, which will cease to exist once the works are completed.

The execution and further operation of the project, and the de-mobilisation of the site, may entail the generation of waste classified in groups 08, 15, 17, 16 and 20 as per the Regulation of the Minister of Environment of 9 December 2014 on the catalogue of waste (Polish Journal of Laws 2014, item 1923). The execution stage will generate a considerable amount of waste, which may be generally classified into three categories: demolition rubble (concrete, brick, ceramic aggregate, soil), waste derived from road and track construction (waste asphalt or concrete pavements, steel scrap, paving stones, kerbs, crushed stone, sand, gravel), and construction site waste (paper, cardboards, plastics, metal, paints, varnishes). No significant amount of waste is expected at the operation stage. The bridge operation will mostly generate waste coming from the facilities and equipment which ensure smooth functioning of the rail line. As results from the submitted dossier, the produced waste will be sorted and stored in dedicated locations, and then handed over to specialised companies for recycling or disposal. Nevertheless, it should be noted that waste such as soil (17 05 04), which will be provisionally stored on site, will in the first place be recovered by appropriate management on the site of the project.

Other issues which have been thoroughly analysed in this procedure included the impacts of the project involving the emission of noise to noise-sensitive areas.

According to the submitted documents, the project site, as regards the alteration of the existing track system, directly adjoins residential areas (including multi-family and single-family buildings) situated along Metalowa, Szklana, Dmowskiego and Chocimska streets. Given its nature, the project may cause local nuisance. The current status of the acoustic environment near the rail line to be modernised has been determined based on the condition of the track and bridge and on the acoustic map of Szczecin from 2014. The technical condition of the bridge was assessed as unsatisfactory, which implies an increased noise emission.

The disassembly of the existing bridge and the construction of a new bridge may cause temporary acoustic and vibration impacts coming from the operation of machinery driven by combustion engines, such as service trains, lifts, loaders, compressors, etc. To minimise the levels of emitted noise, the investor is required to take the following measures:

- to carry out all works conducted near noise-sensitive areas during the day, with a proviso that the works may be conducted at night if this is required for technological reasons,
- to plan site access roads, backup areas and equipment storage areas in such a way to cause possibly low nuisance to people,
- access to the work sites must be provided through the existing earth roads, located in Podjuchy neighbourhood, and the planned service road linking the area of abutment 2 with Floriana Krygiera street (National Road 31);
- to shut down any unnecessary equipment, machines and devices that emit noise,
- to avoid the accumulation of impacts of the same type, e.g. a simultaneous operation of generators, excavators and transport vehicles.
- to use the locations behind the abutments as provisional storage yards.

In addition, it should be noted that the bridge construction sites, being the most important source of noise during execution, will be situated behind the abutments, far from the nearest noise-sensitive areas (the nearest developments are located approx. 150–200 m from abutment 1 and approx. 400 m from abutment 2, near Torowa and Opałowa streets). Furthermore, the railway embankment located close to the future construction site will form

a natural barrier reducing the acoustic impacts during execution.

In consequence, the execution stage will generate local and short-term impacts, which will cease to exist once the stage is completed.

An acoustic impact analysis for the existing condition (2018) and for the time of completion (2025), conducted for the purposes of the report, has shown no excess of the admissible levels of environmental noise. It should be emphasized that the technology planned for the trackbed, both at the bridge and track sections, stands out by a low noise emission and will reduce the emission of noise as compared to the present condition.

The absence of impact of the project on the neighbouring residential buildings, with the use of the measures minimising the adverse impact, is also supported by the opinion of the authorities participating in the procedure, that is the Military Centre for Preventive Medicine in Gdynia, expressed in the letter dated 14/08/2019, and the State District Sanitary Inspector in Szczecin, expressed in the letter dated 20/08/2019, ref.: PS.NZ.401.0129.2019. Considering that the State District Sanitary Inspector in Szczecin has approved project on the condition of using additional measures during construction, we have requested the investor to use necessary technical and organisational measures to maintain the access roads clean during the transport of construction materials and execution of building works, to spray water onto the site in the periods of a high temperature and a dry and windy weather, and to use mobile sound screens if necessary.

Given the results of analyses concerning noise emission, we must conclude that it is not required to establish the limited use area referred to in Article 135(1) of the Environmental Protection Law of 27 April 2001.

This procedure has also covered the analysis of cumulative impacts. The issue of cumulative impacts was examined with a particular regard to the tasks carried out on Odra river as part of the Odra-Vistula Flood Management Project:

- 1B.3 stage I – Construction of mooring base for icebreakers;
- 1B.4a – Improvement of the flow of floodwater from Dąbie Lake in winter;
- 1B.4b – Dredging of Klucz-Ustowo ditch.

In addition, the analysis covered projects concerning:

- reconstruction of Szczecin Podjuchy station;
- construction of a P&R area by Szczecin Podjuchy station.

The ‘Construction of mooring base’ has an environmental permit issued. According to the Investor, this task will be executed from January 2020 to December 2021. The site of the future icebreaker base is located around 300–350 m from the site of the project described herein. The accumulation of impacts with the project subject to this procedure may occur if both tasks are implemented at the same time, which would increase the amount of suspended matter in Regalica river. However, the impacts will only be temporary, and will cease to exist once the works are completed. A similar type of impact may occur for the project titled ‘Dredging of Klucz-Ustowo ditch’. The task was submitted pursuant to Article 118(6)(1) of the Nature Conservation Act of 16 April 2004, and the Regional Director

for Environmental Protection in Szczecin for Environmental Protection in Szczecin had no objections to the submission and has not imposed any time limitations on the works. The works on Klucz-Ustowo Channel will be carried on from October 2019 to June 2021. The accumulation of impacts regarding the growth of suspended matter could occur if the works covered by these two projects were conducted at the same time. The impacts would cease to exist on the completion of works. According to the Investor, the works under the ‘Improvement of the flow of floodwater from Dąbie Lake in winter’ are planned for 2020–2022. Dąbie Lake is located around 8 km from the designed bridge, downstream of the river. Given the project location, it has been considered that there the impact generated by the project described herein will not accumulate with the activities to be carried out on Dąbie Lake. Considering the specific nature of the works, there will also be no cumulative adverse impact on water condition caused by the reconstruction of Podjuchy Station and the construction of the P&R area.

In view of the analyses presented above, we should expect that during operation there will be no cumulative impacts that could adversely affect any environmental compartment. This is also supported by the position taken by the authority participating in the proceedings, that is the Minister of Maritime Economy and Inland Waterways, as expressed in the decision of 18/10/2019, ref.: DOK.DOK2.9751.5.1.2019.PK, PW: 101781, which approved the implementation of the project.

As regards the cumulative impacts concerning noise emission to noise-sensitive areas, the assessment of cumulative impact included the aggregate impacts caused by the planned project and by the following projects and existing facilities:

- reconstruction of Szczecin Podjuchy station within the task titled 'Construction of Szczecin Metropolitan Railway using the existing sections of Railway Lines 406, 273 and 351';
- reconstruction of Gryfitów Bridge along National Road 31 (north from the project site);
- reconstruction of the existing track system next to the project site, that is Metalowa and Floriana Krygiera streets – National Road 31.

The said analysis used the document titled 'Extract from the Feasibility Study for Szczecin Metropolitan Railway', Stage VII – Specification of analyses for the chosen line modernisation variant, Volume I – Passenger traffic facilities (revision/status as of 16/10/2017). The analysis of cumulative impacts indicates that noise comes mainly from the existing road system that neighbours the project site, that is National Road 31, which is the cause of the excess of admissible emission levels.

This procedure also covered an analysis of the project impact on tangible goods. Goods are any resources which may be used, directly or indirectly, to satisfy human needs. It should be pointed out that the project covers the construction of a new railway bridge, the demolition of the existing bridge and the alteration of rail line sections approaching the bridge. The planned scope of works will not require any demolition of residential buildings. The planned demolition works only cover a gazebo and a metal-sheet garage. Once the project is completed and the new bridge is handed for operation, the traffic system at Szklana street will be restored to ensure access to the facilities and areas situated between the railway line and Regalica river that is similar to that existing today. Therefore, the impacts on tangible goods caused by operation of the railway line will not be considerably changed as compared to the present condition.

In this procedure, the analysis has also covered the impacts which may be caused by a major accident. In accordance with the Environmental Protection Law of 27 April 2001, a major accident is an event, in particular an emission, fire or explosion, occurred during an industrial process, storage or transport, which involves one or more hazardous substance and causes, immediately or with a delay, a risk to the life or health of people or to the environment. Due to the nature of the project, there is no risk of a major accident. In addition, the maintenance works to be conducted regularly during operation will prevent accidents.

The nature of works involved by the project will not affect the climate, and any existing impacts will be insignificant in terms of climate changes. The character of the impacts on greenhouse gas emissions will be only temporary, show a relatively low intensity, and exist only at the construction stage. When analysing the potential of events causing a natural disaster in connection with the project, the authors of the report first of all considered the project location (to determine the risk of exposure to a specific natural factor). The analysis has shown that the project execution stage may generate the following hazards caused by extreme natural events: floods, extreme precipitation, strong winds, thunderstorms and ice-related events on the river. The site of the project is partially located on a floodplain, but this only concerns the bridge infrastructure. The railway facilities are situated outside the flooding areas. Since the bridge and rail infrastructure components are properly designed, in line with applicable regulations, the facilities to be built will be resistant to factors such as thunderstorms, rainstorms or strong winds. The structure of the new bridge will increase its resistance to ice-related events compared to that of the present 5-span bridge, which is due to the use of new supports with an increased mass and the reduction of the number of supports standing in water. The reduced clearance under the bridge will additionally improve its resistance to flooding and to the hazards caused by the formation of ice jams – this will improve the operating conditions for icebreakers. Furthermore, the facility should be used according to its intended purpose and environmental protection requirements, and should be maintained in a good working and aesthetic order, preventing an excessive reduction of its operating properties and performance. If these recommendations are fulfilled, the risk of a structural collapse is low. Given the location of the project, we have not identified any significant hazard that could be caused by climatic risk drivers. The infrastructure covered by the project is not located on areas with the risk of natural events such as a natural fire or landslide.

As the works will involve the demolition of the existing bridge and the construction of a new bridge (in a slightly different location), including the adaptation of existing rail infrastructure, there will be no adverse impact

on the landscape.

The bridge demolition works will cover the preservation and protection of the listed liftable span. According to the Functional and Spatial Plan, the investor has preliminarily planned the following works to cover the listed part of the facility:

- dismantling the trackbed;
- securing the lifting gear (blocking the span in down position);
- installing wooden components on the span deck;
- raising the existing railings and installation of new railings;
- installing structural landscaping elements (benches, memorial plaque);
- repairing the piers;
- making access paths to the facility from signal tower SJ-2;

The works will additionally involve longitudinal relocation of the bascule span into the area of abutment 2.
Specific scope of the works will be provided in the Conservation Work Programme. Considering the scope and method of construction works and the fact the listed bascule section of the bridge will be adequately protected, there project should have no adverse impact on that historic structure. The project will also not pose a threat to other listed buildings entered into the communal register of monuments, situated near the project, including in the historic villa located at Metalowa street, near Podjuchy railway station. Investor's obligations concerning the preservation of monuments are set forth in the Act of 23 July 2003 on the protection and preservation of monuments.

When analysing the submitted dossier, we have not found any risk of significant cross-border impact on the environment. This results from the nature of the project and its location relative to the Polish-German border. Considering that the project impact on the environment is low and, in most cases, limited to its right-of-way, and the fact that the project is located around 12.5 km east from the Polish-German border, its implementation will not cause any cross-border impact on the environment.

In the procedure, we have analysed the environmental impact of the entire project, focusing in particular on the groundwater environment, people, acoustic environment, air pollution, and natural environment, including Natura 2000 areas. Based on the aforesaid dossier, we have defined the requirements for project execution and operation with the aim to protect the environment. To control the implementation of these measures during execution and operation, this permit contains recommendations as to the post-development monitoring, in line with Article 82(1)(2)(c) of the EIA Act.

Having analysed the submitted documents, we can see no prerequisites to impose the requirement to conduct an environmental impact re-assessment as part of the procedure for the issue of the decisions referred to in Article 72(1)(1), in accordance with Article 86 of the Act of 3 October 2008 on publishing information about the environment and its conservation, public participation in environmental protection and on environmental impact assessments (Polish Journal of Laws 2018, item 2081, as amended).

One of mandatory sections of an environmental impact report is the analysis of options. The analysis conducted during conceptual works covered design solutions concerning different options of bridge clearance above the HNW level, and the options regarding the structure of the bridge. The clearance options were analysed, as the existing bridge impedes and sometimes even holds ice-breaking operations or ice flow in crucial moments of those operations. The analysis included the following options based on the clearance:

- Option 1 – the minimum vertical clearance under the navigable span, above the highest navigable water (HNW) level, is equal to 5.25 m, which ensures proper operation of icebreakers in winter, and satisfies the requirements for class Vb inland waterways;
- Option 2 – the minimum vertical clearance under the navigable span, above the NHW level, is equal to 6.20 m, which ensures ice-breaking operations in winter, and corresponds to the present clearance at the bascule section of the existing facility and does not impair the present navigation properties;
- Option 3 – the minimum vertical clearance under the navigable span, above the NHW level, is equal to 7.00 m, which ensures effective ice-breaking operations and satisfies the highest requirements imposed on inland waterways (for ships carrying containers stacked in three layers).

In addition, the design of the railway bridge provides for six different sub-options (concepts) for the 3-span arrangement: Concept 1 – through arch spans; Concept 2 – parallel chord truss; Concept 3 – curved truss; Concept

4 – variable-height truss, Concept 5 – irregular areas truss; Concept 6 – bent areas truss. The analysis conducted for the report have shown that the most beneficial for the environment is the option providing a 6.20 m vertical clearance above the NHW level under the navigable span. The chosen option provides optimum flow conditions, enhances the safety of navigation under the bridge, and optimises the route of vessels. As indicated in the submitted documents, no options for the location of the new bridge are provided, as the bridge must be tied in the existing railway line and other infrastructural elements.

The case has been settled on the basis of the whole evidence gathered during the procedure, and therefore we have satisfied the requirements stipulated in Article 75(1), Article 77(1) and Article 80 of the Code of Administrative Proceedings.

As part of assessing the project impact on the environment and on Natura 2000 areas, we have determined, analysed and assessed the matters specified in Article 62 of the EIA Act, including without limitation:

- direct and indirect impact of the project on the environment, people, tangible goods and monuments;
- the possibility and methods of preventing and mitigating the adverse impact of the project on the environment;
- the cumulative impact generated by this and other projects.

This permit has been issued pursuant to the Act of 3 October 2008 on publishing information about the environment and its conservation, public participation in environmental protection and on environmental impact assessments, taking into account:

- the opinions and approvals issued by the State District Sanitary Inspector in Szczecin, the Military Centre for Preventive Medicine in Gdynia and the Minister of Maritime Economy and Inland Waterways; the arrangements contained in the environmental impact report; and the results of public consultation, in accordance with Article 80 of the EIA Act;
- the substantial and formal scopes which should be specified in the permit in line with Articles 82 and 85 of the EIA Act.

Wherefore, it has been decided as in the introduction.

The appendix titled 'Project Specification' is an integral part hereof.

INSTRUCTION

The Parties may appeal against this permit to the General Director for Environmental Protection, by submitting the appeal through the Regional Director for Environmental Protection in Szczecin, within 14 days from the date the permit was received. Pursuant to Article 127 of the Code of Administrative Proceedings, during the time for submitting the appeal, a party may waive the right to appeal against the public administration authority which issued the permit. This permit shall become final and binding on the date the public administration authority receives the statement of waiver of the right to appeal from the last of the Parties to the proceedings, which means that from that date the permit may not be complained against to the Provincial Administrative Court.

The applicant has paid the stamp duty for issuing this permit, amounting to PLN 205, in accordance with the applicable Stamp Duty Act of 16 November 2006 (Polish Journal of Laws 2019, item 1000, as amended).

Recipients:

1. Ms Krystyna Araszkiewicz – attorney of the Regional Water Management Authority – State Water Management Authority 'Wody Polskie'
   Sweco Consulting Sp. z.o.o.
   Ul. I. Łyskowskiego 16, 71-641 Szczecin
2. Other parties, by announcement, in compliance with Article 49 and Article 10(1) of the Code of Administrative Proceedings of 14 June 1960

Copy to:

P.p. REGIONAL DIRECTOR FOR ENVIRONMENTAL PROTECTION
Head of the Department for Environmental Impact Assessments and Repair of Environmental Damage
Regional Directorate for Environmental Protection
in Szczecin
10/09/2020
Anna Czyżowicz

1. State District Sanitary Inspector
   in Szczecin, ul. Wincentego Pola 6
   71-342 Szczecin
2. Military Centre for Preventive Medicine, 81-103 Gdynia 3
3. Minister of Maritime Economy and Inland Waterways
   ul. Nowy Świat 6/12, 00-400 Warszawa

Appendix to the Environmental Permit No. 1/2020 of 10 January 2020, ref.: WONS-OŚ.420.20.2018.KK.38

Project Specification

The planned project involves a partial demolition of the existing railway bridge located at km 733.7 of Regalica river in Szczecin, and construction of a new bridge under the new railway system, including service infrastructure. The new bridge will be moved away from the existing structure by approx. 30 m down Regalica river (existing condition: km 349.120 km along Railway Line 273 from Wrocław Główny to Szczecin Główny, designed condition: km 349.152). The project is located within the boundaries of Szczecin, in Prawobrzeże district, Podjuchy neighbourhood.

The objective is to ensure a proper clearance (raise the bridge over the highest navigable water level – HNW) in order to allow effective ice-breaking operations using icebreakers. As of today, the bridge hinders and often prevents anti-ice protection and the circulation of icebreakers taking part in ice-breaking operations. It stops the flow of ice in the key moments of such operations, cutting off the icebreakers staying downstream of the bridge from the ice-breaking area on Odra river and stopping ice floe on the pillars.

The bridge to be demolished is a drawbridge, located along Railway Line 273 from Wrocław Główny to Szczecin Główny, at km 349.120 (Szczecin Podjuchy station), over Regalica river channel (at km 733.7 of the river). It is a 5-span bridge, whose fourth span (the bascule section) is located by the west bank of Regalica river, and which was built in 1936 to replace the previous bridge built in 1877. The demolition will cover three fixed spans of the existing railway bridge, including supports. The fourth (liftable) span is entered into the register of monuments (decision No. L.dz.DZ-4140/47/0/K/2008/2009), so it will be kept and protected during the works. The construction works on the existing bridge also cover track removal, securing the lifting gear in down position, installation of wooden components on the deck, installation of equipment elements, repair of the piers, making access paths from the signal box side, and other works listed in the Conservation Work Programme. Presently, the abutment to be demolished is supported by wooden and concrete piles, and the in-water piers are founded directly on a layer of rip-rap reinforced with wooden piles. The demolition will also cover a part of the deep foundation, to the river channel level, in a shield made of sheet pile walls. The demolition of the bridge will entail a demolition of two existing culverts – at km 347+147 and 347+408 of Line 273 (former passages to Wiskord plant, and a culvert used as track drainage), and a construction of a new culvert at km 347+408, to be made as a reinforced-concrete framework intended to drain water in the place of the current culvert.

The construction of a new bridge on Regalica river will cover in particular: the construction of two massive abutments to be common for the railway tracks, founded on large-diameter bored piles; the construction of two massive pillars, fitted at the edges (to protect against the flow of ice floe), founded on large-diameter bored piles; the construction of three-span continuous load-bearing truss structures, separate for each track, with an enclosed deck made as an orthotropic slab. The bridge and its approach sections will be supplied with a jointless track. The track standards will be as for 0-class tracks. Catenary poles will be mounted to steel supports shaped at the spans. The bridge will carry tracks 1 and 2, made in a hew horizontal position:

- the tracks on the bridge at a straight line,
- tracks 1 and 2 in horizontal plane.

The bridge will be supported by two end supports (abutments PI, P2) and by two central supports (pillars FI, F2). The supports will be common for the spans, along both tracks.

Drainage will be provided by bridge carrier pipes running to Regalica river. The bridge will also have drainage in its approach slabs.

The reconstruction requires adaptation of the rail infrastructure at the approach sections. Due to the proximity of Szczecin Podjuchy station and the need to adjust the solutions (regarding both horizontal and vertical alignment) to the projects to be carried out in parallel (reconstruction of Szczecin Podjuchy station as part of the task titled 'Construction of Szczecin Metropolitan Railway using the existing sections of Railway Lines 406, 273 and 351', and the construction of a Park & Ride area to be built by Stowarzyszenie Szczecińskiego Obszaru Metropolitalnego in cooperation with the Municipality of Szczecin, the scope of works covers a long section of

Railway Lines 273 and 428. Consequently, the plan includes alteration of the infrastructure existing at Szczecin Podjuchy station, while ensuring day-to-day service for passengers at Szczecin Żydowce and platform 2, and maintaining the operation of PBH Odra sidings and the loading dock by track 7, including its access path. The target facility is a two-track bridge crossing. In addition, as the gradeline of the bridge will be raised to the specified levels, including the construction of a second track, the plan provides for alteration of the track system at Szczecin Podjuchy station. An internodal railway station is planned, including three main tracks, three passing loops No. 4, 6 and 8, and station sidings. The usable lengths of main tracks No. 1, 2 and 3, and of the passing loops, will make it possible to accept trains max. 750 m long. The plan provides for the construction of one double-face platform between tracks 1 and 2, with a usable length of 400 m and a height of 0.76 m, and a 150 m long single-face platform by track 3. The double-face platform will be min. 3.50 m wide. Access to the double-face platform will be through a two-level access path. The project will also cover the alteration of railroad crossings at km 347.057 of Railway Line 273 and at km 6.228 of Railway Line 428. It will also include the removal of all the existing steel and concrete support structures. New support structures for the catenary system will be made as steel catenary poles installed on pile foundations. The catenary system running through the new bridge will be hung on supporting structures mounted to the bridge. As regards fire protection, all the support structures for the catenary system will be linked to the rails by open-ended group connection. All metal members located within the area affected by the catenary system, including the new bridge on Regalica river, will be connected to the rails by a low-voltage surge arrester. According to the conditions issued by PKP Energetyka S.A. and the 'Agreement for removing conflicts between the elements of power network of PKP Energetyka S.A. and the projects of PKP PLK S.A.', the alteration of catenary system will also include alteration of Szczecin Podjuchy sectioning point and the control system of catenary isolating switches at Szczecin Podjuchy station.

As the railway infrastructure will be adjusted to the new bridge, the plan includes a demolition of two signal towers (Sj and Sjl) at Szczecin Podjuchy station, and a construction of a new signal tower (as a one-storey building without basement, with a footprint area of approx. 282 m^2, provided with water and sewer systems, central heating, mechanical ventilation, air conditioning, and electrical and telecommunication systems), along with site development, an access road, parking spaces for passenger cars, and connections to service utilities.

Given the solutions used in the new bridge and to provide access to Military Complex No. 1926 and adjacent buildings, the plan includes a reconstruction of the internal road (Szkolna street) at approx. 280 m (which will be a single-carriageway, two-lane road with a bituminous pavement and a nominal width of 5.0 m, with shelters on both sides), located under one of the spans of the existing railway bridge, at approx. km 349, as well as the construction of a new railway flyover along Rail Line 273 from Wrocław Główny to Szczecin Główny, running over Szkolna street, to be made as a one-span reinforced-concrete open framework founded on large-diameter piles.

Additionally, to reduce the size of the railway embankment, a retention wall will be built as monolithic reinforced-concrete cantilever structures terminated with an edge beam:

- on both sides, between the end support of the new railway bridge over Regalica river and the new railway flyover above the reconstructed Szklana street;
- on one side, along track no. 1 of Railway Line 273, near Railway Line 428.

To provide a grade-separated pedestrian path between platforms 1 and 2 at Szczecin Podjuchy station, the design includes an underpass to be made as a reinforced-concrete framework with disabled lifts, linking with the transfer hub.

Due to the reconstruction of Szczecin Podjuchy station, it is required to restore power supply for the existing energy consumers and new power equipment: the electrical heating of turnouts, the lighting of platforms, underpass and railway areas, and railway signalling equipment.

In addition, the project will also cover

the relocation of power supply, telecommunication, water supply, gas and rainwater drainage networks, as well as the construction of rainwater drainage network near the bridge, drainage for the tracks and platforms, water supply and wastewater connections, and access roads to the enclosed areas (service roads).

The bridge demolition works will cover the preservation and protection of the listed liftable span.

According to the Functional and Spatial Plan, the investor has preliminarily planned the following works to cover the listed part of the facility:

- dismantling the trackbed;
- securing the lifting gear (blocking the span in down position);
- installing wooden components on the span deck;
- raising the existing railings and installation of new railings;
- installing structural landscaping elements (benches, memorial plaque);
- repairing the piers;
- making access paths to the facility from signal tower SJ-2;

The works will additionally involve longitudinal relocation of the bascule span into the area of abutment 2.

P.p. REGIONAL DIRECTOR FOR ENVIRONMENTAL PROTECTION
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