

Environmental and Social Data Sheet

Overview

Project Name:	CARGOBEAMER (FM)
Project Number:	2019-0461
Country:	France, Germany, Italy
Project Description:	The project consists of construction of two combined transport rail road terminals in Calais (France) and Kaldenkirchen (Germany) as well as expansion and automation of the combined rail road terminal in Domodossola (Italy) and acquisition of 216 combined transport wagons. The terminals and the wagons will be based on CargoBeamer technology in order to operate "rail motorway" transport services.
EIA required:	Multi-scheme project, requirements vary
Project included in Carbon Footprint Exercise ¹ :	Yes
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

Environmental Assessment

The project consists of several components and the requirements concerning the Environmental Impact Assessment (EIA) vary.

The construction of the two terminals in Calais and Kaldenkirchen and the expansion of an existing terminal in Domodossola fall within the scope of Annex II of Directive 2011/92/EU (as amended by Directive 2014/52/EU) on the assessment of the effects of certain public and private projects on the environment (the EIA Directive). Therefore, the need to carry out an EIA is determined by the competent authority in accordance with the criteria set out in Annex III of the EIA Directive.

The construction of the terminal in Calais will be carried out within the boundaries of La Turquerie development area (*Zone d'aménagement concerté*), which was subject of an EIA and for which a development consent was issued in March 2010. The construction of the terminal was screened out by the competent authority in April 2015; therefore no new separate EIA is required for this component.

Concerning the Natura 2000 network, the sites closest to the Calais terminal are "Prairies et marais tourbeux de Guines" (FR3100494) (approx. 7 km), "Platier d'Oye" (FR3110039) (approx. 10 km) and "Falaises et pelouses du Cap Blanc Nez, du Mont d'Hubert, des Noires Mottes, du Fond de la Forge et du Mont de Couple" (FR3100477) (approx. 10 km). The competent authority concluded that the action is not likely to have a significant impact on

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

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these sites and no assessment referred to in Article 6(3) of Directive 92/43/EEC (the Habitats Directive is necessary) and issued a declaration in writing to this effect.

The terminal in Kaldenkirchen will be built primarily within the boundaries of the former railway station, as well as on some additional adjacent land. The Natura 2000 sites closest to the terminal are "Schwalm-Nette-Platte mit Grenzwald u. Meinweg" (DE4603401) (approx. 1.4 km), "Krickenbecker Seen - Kl. De Witt-See" (DE4603301) (approx. 2.6 km) and "Heiden bei Brügggen-Bracht" (DE4702302) (approx. 2.6 km).

The promoter decided to carry out an EIA, therefore no screening was necessary. The EIA procedure is currently being carried out and the public consultation is expected to take place in the coming months.

In addition to the usual measures for mitigating the impact during construction, such as those for avoidance of dust and noise, the EIA report specifies installation of noise screens (approx. 450m), specific design of lighting equipment for avoiding disturbance to insects eaten by bats, avoiding specific construction works during birds breeding season, as well as measures that ensure a continued ecological functionality of a breeding and resting place of two protected species, the natterjack toad (*bufo calamita*) and wall lizard (*podarcis muralis*). The latter will consist of creation and improvement of suitable biotopes prior to the commencement of the works.

In Domodossola an existing terminal, which is currently not used, is planned to be put back in service and extended. In a first phase operations will be carried out in the existing terminal. In a second phase, also included in the project, approximately 2.2 ha of additional land will be developed within the boundaries of the existing terminal area.

The existing terminal and the envisaged extension area are partially located in Natura 2000 sites "Greto Torrente Toce tra Domodossola e Villadossola" (IT1140006) and "Fiume Toce" (IT1140017). An appropriate assessment referred to in Article 6(3) of the Habitats Directive is being undertaken. At this stage, the promoter envisages to propose some compensation measures consisting in increasing the natural value of the areas of the sites that will not be affected. The EIA procedure for this terminal is pending.

Purchase of rail rolling stock is not regulated by the EIA Directive. Therefore, no EIA is required for this component of the project.

The new wagons will be in conformity with the current requirements concerning noise. The maintenance of the new rolling stock will be mostly carried out in existing depots.

The new combined transport services will be operated on the routes between the three terminals, as well as on other routes of the European railway network and contribute to improving the modal share of the rail *vis à vis* road, and by this means, are expected to have positive environmental impact in terms of safety, energy savings, air pollution, noise and CO2 emissions.

Without prejudice to the conclusions of the competent authorities in respect of outstanding EIA procedures, considering the location and the nature of the works, the main residual negative impacts are expected to be conversion of approximately 5.7 ha and 2.1 ha of mostly agricultural land in Calais and Kaldenkirchen, respectively, conversion of approximately 2.2 ha of undeveloped land in Domodossola, as well as some noise during construction and operation.

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EIB Carbon Footprint Exercise

The project is included on the following basis:

Estimated annual greenhouse gas emissions from the use of the project in a typical year of operation over a 20-year operating assessment period:

- Forecast absolute (gross) emissions are about 10,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are about 54,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: 216 new combined transport wagons operated on the European rail network between the three terminals.
- In the baseline case: road freight transport shifted to rail in the "with project" scenario thanks to the additional capacity provided for combined transport.

The forecasts in the baseline and absolute cases are based on project specific assumptions about production, electrical energy consumption and fuel efficiency of rail and road operations.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

Social Assessment

The area planned for the extension of the Domodossola terminal is owned by Rete Ferroviaria Italiana (RFI) and subject to community rights (*usi civici*), in particular, for pasture, wood cutting and hunting. The owner of the land has undertaken the relevant procedures with the municipalities of Beura Cardezza and Villadossola for freeing the site from these community rights.

Public Consultation and Stakeholder Engagement

For the construction of the terminal in Kaldenkirchen, the public consultation will be carried out as part of the EIA procedure.

For the Domodossola terminal, public consultation is being carried out as part of the procedure for freeing the site from the community rights, and will be carried as part of the EIA procedure.

Conclusions and Recommendations

The project is expected to contribute to modal shift from road to rail, and by this means to have a positive environmental impact in terms of safety, energy savings, air pollution, noise and CO₂ emissions.

Prior to the disbursement of the 19% of the loan corresponding to the financing of the Kaldenkirchen terminal the promoter shall provide to the Bank evidence of completion of the



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EIA procedure, conformity with the requirements of the Habitats Directive concerning potential impact on Natura 2000 sites and the environmental consent for the Kaldenkirchen terminal.

Prior to the disbursement of the 17% of the loan corresponding to the financing of the Domodossola terminal the promoter shall provide to the Bank evidence of completion of the EIA procedure, conformity with the requirements of the Habitats Directive concerning potential impact on Natura 2000 sites and the environmental consent for the Domodossola terminal.

Under the conditions above, the project is acceptable for EIB financing from an environmental and social perspective.