

Luxembourg, 25 April 2018

Environmental and Social Data Sheet – Update April 2018¹

Overview

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| Project Name: | GRAND CONTOURNEMENT OUEST DE STRASBOURG |
| Project Number: | 2015-0234 |
| Country: | France |
| Project Description: | <p>The project consists of the construction of a 24km motorway by-passing the city of Strasbourg by the west. It will connect the A4 motorway, located in the north of Strasbourg, to the A35 and the A352, in the south. It therefore aims at ensuring the continuity of the motorway connection on the N-S corridor and providing an alternative to the saturated section of A35 running through the centre of Strasbourg (up to 160.000 vehicles per day).</p> <p>The project will be subject to real tolls under a 55-year PPP-DBFOM concession.</p> |
| EIA required: | yes |
| Project included in Carbon Footprint Exercise ² : | yes |

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

The A355 project does not belong to a plan or investment program that needs to comply with SEA Directive 2001/42/EC relative to the evaluation of environment impacts as the French Ministry of Transport approved it before the SEA Directive came into force.

The project falls under Annex I of the EIA Directive 2011/92/EC and an EIA, including public consultation, was performed in 2006 in accordance with the Directive.

The DUP, including the EIA, was approved with a validity of 10 years in 2008 and extended to 22 January 2026 by decision of the Conseil d'Etat on 22 January 2018. The EIA report was updated in 2018 in the context of the preliminary "CNPV derogation" required for the implementation of the project and in view of the ongoing Single authorisation procedure (Dossier d'Autorisation Unique [DAU]). The update presented a more global vision of the project's potential impacts on the environment as well as the related mitigation and compensation measures. It also covered the update on elements that evolved since the EIA was approved in 2006, namely: i) traffic volumes, ii) road noise and iii) air quality as well as iv) updates resulting from design features developed by the concessionaire since 2016.

The main residual negative impacts of the project are conversion and permanent loss of land, visual intrusion and severance for communities living adjacent to the new road. Numerous measures will be implemented to reduce, mitigate or manage negative impacts. Positive impacts are expected to include time savings, reduced vehicle-operating costs, as well as,

¹ This ESDS represents an update of the ESDS of 17th November 2015 summarizing the environmental information encompassed by the appraisal of the concession contract (Stage II) in April 2018.

² Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

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according to the EIA reports, reduced noise, pollution and vibration in the city.

No Natura 2000 area is located in the vicinity of the project but several “Zone naturelle d’intérêt écologique, faunistique et floristique” (ZNIEFF) will be crossed by the project, as well as 2 protection areas for the “Grand Hamster d’Alsace”.

In 2009, the European Court of Justice condemned France for not having taken sufficient measures to protect the “Grand Hamster d’Alsace”, an endangered species since 1993. The French authorities then put in place a national plan to protect this species. It is monitored by the Commission on a regular basis and will continue to be under scrutiny in the future. In order to ensure that the project will have minimal impact on the “Grand Hamster d’Alsace”, further compensation measures such as the restoration of an ecological corridor will be implemented by the public authority and the concessionaire. The 2018 EIA update report indicates that the measures put in place are effective, and recent years have seen an increase in the number of “Grand Hamster d’Alsace” in the area, with the population more than tripling between 2015 and 2018.

The following conditions for the project have been set:

- Provide an opinion of the Competent Authority for Nature Conservation on the expected impact of the project on protected areas and species (Form A/B).

The following undertakings for the project have been set:

- The borrower will comply with all the provisions of the Annex 12 (Impact environnemental et intégration du projet dans son environnement) of the concession contract.
- The borrower will not sign any amendment that will bring substantial changes to the Annex 12 (Impact environnemental et intégration du projet dans son environnement) of the concession contract without the prior written agreement of the Bank.

Subject to the fulfilment of the above-mentioned conditions, the project is acceptable to the EIB from an environmental and social point of view.

Environmental and Social Assessment

Environmental Assessment

No Natura 2000 site is in the direct vicinity of the project. The closest Natura 2000 site is at a 3km distance.

The project crosses however two “zones naturelles d'intérêt écologique, faunistique et floristique” (ZNIEFF)

- One type 2 ZNIEFF (ZNIEFF of the Ried de la Bruche: the impact of the A355 motorway will however be minimal as the motorway will cross this zone as a viaduct);
- One type 1 ZNIEFF (ZNIEFF of Altorferbaech and the Ried of Altorf).

There are also two other type 1 ZNIEFF which are close to the project and whose ecological functioning could be impacted (Dachsteinbach and Mittelgiessen).

The project crosses in addition two protection zones of the “Grand Hamster d'Alsace”. By its decision C-383/09 of the 9th June 2011, the European Court of Justice condemned France because of the insufficiency of measures implemented to protect this species. The Court questioned agricultural practices and the urbanistic development impacting negatively the survival of the Grand Hamster, despite the protection plans in place since 2000. As a consequence, France developed a new national protection plan for the period 2012-2016, aiming at densifying the overall population of hamsters so as to have a minimum of 1500 individuals with a minimum density of 2 burrows per ha. The strategy relies on the creation of a protection zone of 9236 ha where the compensation measures will be implemented. This includes the improvement of the species' habitat and the reinforcement of the population, including agro-environmental measures aiming at increasing the number of crops whose farming don't have a negative impact on the Grand Hamster.

In the context of the dialogue between the promoter and the EC on this topic, and as per EC request to the Promoter in July 2015, further compensation measures are also implemented for the “Grand Hamster d'Alsace” including:

- Involvement of local actors in the identification of a protection zone for the “Grand Hamster d'Alsace”, compensating the loss of land caused by the project;
- Implementation of adequate ecological features to restore an ecological corridor between the north and the centre zones of the project;
- Implementation of ecological compensation measures outside the area of influence of the project (action 2.7 of the Hamster National Action Plan).

According to the EIA report, because of these measures, in the period from 2015 to 2018, the population of Grand Hamster d'Alsace more than tripled.

The main impacts expected from the project are related to noise, landscape impact, change in land use in particular the loss of the agriculture land, habitat fragmentation and impact on water bodies. Specific mitigation and compensation measures have been included in the environmental management plan and integrated in the concession contract (Annex 12). The mitigation measures include mainly noise reduction measures, landscaping and reforestation, water protection measures and crossing passages for human activity and fauna. Specific compensation measures include mainly creation or protection of in-situ and 170ha ex-situ habitats for fauna and flora, as well as wetlands.

The loss and fragmentation of the agricultural land, both due to the Project's footprint and of the ex-situ compensation measures, gave rise to a Aménagements Foncières Agricoles et Forestiers (AFAF) procedure by the Conseil Départemental du Bas-Rhin. The evaluation of the environmental impacts of the AFAF commenced and the main impacts, mitigation measures and commitments of the authorities was presented as part of the 2018 study. The process is anticipated to be completed in 2022.

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EIB Carbon Footprint Exercise

The Project is included in the carbon footprint exercise on the following basis:
Estimated annual emissions generated from the use of the project in a standard year of operation:

- Forecast absolute (gross) emissions are 203,000 tonnes of CO₂ equivalent per year;
- Forecast emissions decrease is 4,000 tonnes of CO₂ equivalent per year.

The project boundaries are:

- In the base case: the existing A35 between the intersection with A4 to the intersection with A352;
- In the "with project" case: the new A355 between from the intersection with A4/A35 to the intersection with A352.

The baseline is the forecast third party emissions, in the absence of the project, from the existing road with the project boundary defined above. The forecasts reflect the Services' assumption on traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption. The absolute emissions forecast include both the existing and new road.

For the annual accounting purposed 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.

Public Consultation and Stakeholder Engagement

The A355 motorway project was the subject of a public enquiry from 1 June to 28 July 2006. The "commission d'enquête" gave its report on 21 December 2006. The "dossier d'enquête publique" was then publicly available and contained an environmental impact assessment in line with the Directives.

The main issues in the EIA were:

- The presence of several protected species in the study area, among which the Grand Hamster d'Alsace
- The architectural insertion of the Bruche crossing
- The noise reduction in the vicinity of Vendenheim

The "commission d'enquête publique" has given a favourable opinion to the A355 project with five reserve points and several recommendations. The reserve points concerned:

- The reinforcement of acoustic protection in Vendenheim
- The speed limitation of 110km/hour at the right of Vendenheim/Eckwersheim and Kolbsheim/Ernolsheim
- The use of low noise pavements all along the "tracé"
- The risk reduction during the works and operating phase and consideration of water catchments and catchment projects between Vendenheim and Oberschaeffolsheim
- The works close to the water catchments of Lampertheim and catchments projects of Griesheim-sur-Souffel and Oberhasubergen

All five reserve points have been taken into account by the contracting authority. The "décret d'utilité publique" details the practical explanations on how to implement the mitigating recommendations. These undertakings are also in the "dossier des engagements de l'Etat".

As part of the Single authorisation procedure, a second 30 days public consultation started on 14 April 2018.