

Public

Environmental and Social Data Sheet

Overview	
Project Name: Project Number: Country: Project Description:	Ports Occitans 20190354 France The project comprises the implementation of different
	components at the Ports of Sète-Frontignan and Port-La Nouvelle in région Occitanie, including new breakwaters and terminals at Port-La Nouvelle and a new Ro-Pax Terminal and the reorganization of a railway intermodal facility at Sète.
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ : No	

Environmental and Social Assessment

Environmental Assessment

Port-La-Nouvelle:

The Promoter is the Région Occitanie, the French regional public administration, which is responsible for the management of the ports of Sète-Frontignan and Port-La-Nouvelle. The Promoter has already undertaken other projects with the Bank in other sectors without any known environmental issues. The Promoter has also developed similar projects in the port sector.

The expansion of Port-La Nouvelle components (including the new breakwaters and project cargo terminal) falls into Annex I of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU and consequently, an EIA (Environmental Impact Assessment) was undertaken. The project documents, including the EIA, were subject to public consultation, which was concluded with an "Avis favourable" as an authorisation given by the Environmental Competent Authority (MRAE Mission régionale d'autorité environnementale with the support of the Direction Régionale de l'Environnement, de l'Amenagement et du Logement - DREAL) dated of 25th June 2018. Finally, an "Arrêté Préfectoral" was issued with date of 24th October 2018, authorizing the project.

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.



In line with the French environmental law (Code de l'Environnement), the EIA assessment includes a single evaluation and approval of the impacts of the project including incidences under and compliance with the EIA Directive, Habitats Directive and Water Framework Directive.

Several protected Natura 2000 sites are located in the immediate vicinity of the Port-La Nouvelle project. These include the following: Birds Directive sites Côte Languedocienne, Etang Lapalme, Étangs du Narbonnais and Habitats Directive Côtes sableuses de l'infralitoral Languedocienne, Complexe Lagunaire de Lapalme, Complexe lagunaire de Bages-Sigean, Prolongement en mer des Cap et étang de Leucate.

An appropriate assessment was undertaken within the scope of the EIA and possible impacts in these areas and in protected species were identified. According to this assessment, one of the possible impacts of the project was the destruction of identified individuals of a protected species (Grand Nacre - Pinna Nobilis). Consequently, a derogation from the strict protection regime, in line with art. 16 of Habitats Directive, has been issued by the competent authority. Within this derogation, compensation measures were defined and are expected to be implemented before, during and after the construction phase.

To confirm the alignment of the project with the Habitats and Birds Directives, the Promoter has requested, and will provide to the Bank before any related disbursement, a copy of the Form A/B, issued by the competent authority.

The referred compensation measures include several monitoring plans and the transplantation of several individuals of the protected species (namely the Grand Nacre - Pinna Nobilis). However, it should be noted that between the start of the inventories in 2012 and the start of works, there was an ongoing epizootic in the Mediterranean that affected the specimens present in Port-La Nouvelle. Of the 15 specimens initially identified, only 5 were still present.

These mitigation measures have been put in place in addition to others already defined and implemented as part of the authorization for the construction of the logistics platform. The expansion of the port facilities at Port-La Nouvelle includes several phases. The one financed by the Bank refers only to the breakwaters and the new project cargo terminal. Others refer to new quays and terminals within the new basin and a new logistic area. For this latter component (the logistic area, not included in the project scope), an independent EIA was undertaken (also including an appropriate assessment of the impacts in Natura 2000 sites) and final approval obtained from the competent authority in 2015, before the one for the port extension maritime works. As part of this authorization in 2015, compensatory measures valued at EUR 8.5 million were implemented, with for example, the creation of nesting islands and the re-filling of the old salt marshes of the Sainte-Lucie reserve.

The main environmental impacts, as indicated in the EIA document can be divided in temporary impacts during the construction and permanent impacts during operation. The main negative impacts foreseen for the construction phase are: temporary changes in the local hydrodynamic and sediment regime, decrease of water quality and increase in turbidity, disturbances of existing marine and coastal habitats, disturbance of local fisheries, disturbance of human activity in the port vicinity, additional noise and vibrations and decrease of air quality; additional soil occupation and landscape changes and additional lighting during night works,

Regarding the operational phase, the main negative impacts pointed by the EIA are: changes in the local hydrodynamic and sediment regime, decrease of water quality and increase in turbidity, additional soil occupation and landscape changes; additional maritime and port associated traffic with the related emissions and waste generated.



As positive impacts during operation, the EIA indicates: increase in economic activity due to increase in the port capacity and employment generation.

The identified negative impacts are expected to be largely mitigated by the implementation of the following measures as prescribed in the EIA document: monitoring of works by an ecological supervision mission; continuous monitoring of environmental parameters (turbidity, air quality, noise, etc) and monitoring by campaign of the quality of water, sediments, benthos, ichthyofauna, etc..; adequate organization and planning of the construction works; use of appropriate working methods and good working practices as well as adequate equipment to reduce the impacts; proper handling of polluting substances; implementation of adequate waste management plans; monitoring of sensitive protected areas and protected species.

<u>Sète:</u>

The component of the reorganization of the Ro-Pax terminal at Sète (including the construction of a new passenger terminal and the re-urbanization of the road access and parkings) falls into the projects listed for mandatory EIA under the French Code de l'environnement and therefore, was subject to an EIA. This EIA has been reviewed by the competent authority (MRAE - DREAL) who issued an opinion materialized in the "Avis de l'Autorité environnementale" dated of 11th July 2019. The Promoter replied to some clarifications requests posed in this opinion in a letter dated of 9th October 2019. The project documents, including the EIA, were subsequently subject to a public consultation, after which the Région issued a "Déclaration de projet" validated in the regional assembly with date of 5th Mars 2020. The construction permit was issued by the Mairie de la Commune de Sète on 12th March 2020.

In line with the French environmental law (Code de l'Environnement), the EIA assessment includes a single evaluation and approval of the impacts of the project including incidences under and compliance with the EIA Directive, Habitats Directive and Water Framework Directive.

The reorganization of the railway intermodal terminal (including the replacement of 4 ballast railways by 3 concrete railways and a minor geometric alignment) falls under Annex II of the EIA Directive, requiring a screening decision from the competent authority. A confirmation of such decision from the competent authority has been requested by the Promoter, which shall be shared with the Bank before any related disbursement.

Both the Ro-Pax terminal and the railway intermodal facility components are to be implemented within the current service area of the port, which is also close to the Sète city centre. There are protected sites in the vicinity of the port, including the Birds Directive site Côte Languedocienne. The impacts in the Natura 2000 sites are considered to be marginal according to the EIA documents of the Ro-Pax component.

Regarding the Water Framework Directive, the competent authority (DREAL) issued by 9th March 2020 a decision confirming that the project was not expected to modify the current hydro morphological conditions at the site.

As previously stated, the main environmental impacts, as indicated in the Ro-Pax EIA document can be divided in temporary impacts during the construction and permanent operational impacts. The main negative impacts foreseen for the construction phase are: risk of superficial and underground water contamination due to accidental spillage; disturbance of existing habitats; disturbance of local economic activities in the terminal vicinity; interference in the local road circulation deteriorating traffic conditions, including possible cuts, deviations and similar restrictions; generation of solid and liquid waste during the construction works, additional machinery noise and related gas and dust emissions.



Regarding the operational phase, the main negative impacts pointed by the EIA are: underground and superficial water contamination due to accidental spillage; disturbance of existing habitats; additional road traffic in the terminal access; additional waste generation; enhanced lighting at the terminal. As positive impacts during operation, the EIA indicates: increase in economic activity due to increase in the port capacity, additional employment generation and better interaction between the city and the port due to new landscaping and related urbanization.

The identified impacts are expected to be largely mitigated by the implementation of the following measures as prescribed in the EIA document: adequate organization and planning of the construction works; use of appropriate working methods and good working practices as well as adequate equipment to reduce the impacts; waterproofing of critical working areas; proper handling of polluting substances; protection of sensitive areas; limitation of dust emissions by cleaning and water spraying the used tracks; adequate transport and treatment of waste generated; phasing and signalling in order to reduce interferences from the construction works traffic with existing traffic and people; previous identification of utilities; implementation of adequate waste management plans; speed limitation, night works limitation;

Compensation and mitigation measures will be included in an ESMP (environmental and social management plan) to be implemented and monitored during the project timeline. The overall residual impacts are considered to be manageable and acceptable.

Public Consultation and Stakeholder Engagement

- Concerning the expansion of Port-La Nouvelle, two phases of public consultation were undertaken. An initial public consultation (Débat public) as per the requirements of the "Code de l'environnement" was held by the Commission National du Débat Public (CNDP). This procedure took place between 17th December 2012 and 16th April 2013 and included meetings and presentations on several matters related with the project. The relevant preliminary documents were made available to the public for in a dedicated website created for the purpose of the project. The result of the public consultation was materialized in the "Bilan" and the "Compte Rendu" issued by the CNDP in 14th June 2013 and provided recommendations to the project.
- Subsequently, after the drafting of the EIA report, a second public consultation (Enquête public) took place. This procedure was undertaken between 16th April 2018 and 16th May 2018 and the relevant documents, including the EIA report, were made available to the public, both electronically and physically. The "Commission d'Enquête", nominated by the competent authorities has issued a positive opinion (Avis favourable) on the EIA report and on the outcome of the public consultation on 25th June 2018.
- Regarding the component of the reorganization of the Ro-Pax terminal at Sète, as part of the EIA procedure, the Mairie de la Commune de Sète organized a public consultation between 16th December 2019 and 17th January 2020. The relevant documents were made available to the public for 33 consecutive days, both electronically and physically at the Mairie de Sète. The "Commissaire Enqueteur", nominated by the competent authorities issued a positive opinion (Avis favourable) on the EIA report and on the outcome of the public consultation on 12th February 2020.



Other Environmental and Social Aspects

For all the project components, the redaction and preparation of the EIA documents has been assumed by specialized external consultants with the support of the Promoter. It is also expected that the environmental monitoring during the construction works will be undertaken under a similar arrangement.

Additionally, and in line with the recommendations from the environmental approval for the project at Port-La-Nouvelle, a Scientific Committee, an Information and environmental monitoring Committee and a Stakeholders Committee have been appointed and are in place since 2019.

Conclusions and Recommendations

In this context, the following conditions and undertakings have been defined and shall be applied:

Disbursement Conditions:

- Prior to the first disbursement on the Port-La Nouvelle component, the Promoter shall deliver to the Bank a copy of the Form A/B issued and signed by the competent authority to confirm the compliance of the project with the Habitats and Birds Directives;
- Prior to the first disbursement on the Rail intermodal platform component located at the Port of Sète, the Promoter shall deliver to the Bank a copy of the screening decision issued by the Environmental Competent Authority, including a reference to the impact on Natura 2000 sites;

Undertakings:

- The Promoter shall report on the implementation progress of all the compensation measures as stipulated in the EIA decision on an yearly basis and at completion;
- The Promoter shall ensure that adequate environmental management plans, defined according to the related environmental documents, consultations and approvals, are implemented and monitored during the construction of the projects. The Promoter will immediately notify the Bank of any related unexpected accident or incident during the construction of the project.

Subject to the compliance of the above conditions, the project is considered acceptable for EIB financing. Overall residual impacts are considered to be manageable and acceptable.