Luxembourg, 17 December 2020

Environmental and Social Completion Sheet

Overview

Project Name:	*AUTOBAHN A-7 PPP TEN*
Project Number:	*2012-0052*
Country:	*Germany*
Project Description:	*The Project concerned the widening and upgrading of a section of approx. 65 km of the A7 motorway, part of the TEN-T network, between motorway Y-junction Bordesholm and some point south of motorway Y-junction Hamburg from four (2x2) to generally six lanes (2x3 lanes, with a 500m section built to 2x4 lanes).*

Summary of Environmental and Social Assessment at Completion

EIB notes the following key Environmental and Social outcomes at Project Completion

The widening of the motorway A-7 to six lanes was identified as an urgent need in the 2003 Federal Transport Infrastructure Plan, adopted by the Federal Government on 2 July 2003, predating the application of SEA Directive (2001/92/EU) and thereby excluded from the scope of the Directive. The proposed Project fell under the requirements of Annex II of the EIA Directive 2011/92/EU, and the Project has been screened in and a full EIA was required.

The EIAs have been performed according to the updated German Law for the eight sections (Planfeststellungsabschnitte) covering the project length, and the corresponding NTS documents were made available. During the EIA procedure, all potentially affected Natura 200 sites, habitats and species have been analysed, including habitats and species placed beyond Natura 2000 sites. The procedure was carried out in accordance with the Habitats Directive. For the only NATURA 2000 site (Osterau valley) located in the vicinity of the A7, the FFH (Fauna, Flora and Habitats) compatibility study concluded that the Project does not have significant negative effect on protected sites or spices.

As the plan approval decisions (Planfeststellungbeschlüsse (PFB)) encompassing the final Environmental Impact Statements (EIS) in compliance with the EIA Directive (2011/92/EU), Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC) had been issued and were executable at the time contract signature, no environmental conditions were required.

During project implementation, the road had to be kept open to traffic, requiring extensive traffic management arrangements, building on experience with previous motorway widening projects. Landtake was minimised as the widening was accommodated within the existing project boundaries where possible. The impacts of the project during construction were the typical ones, such as increased noise and vibration levels. During the expansion of the bridge structures, attention was given to maintaining habitat connectivity features. Measures mitigating the project impact included noise barriers, a noise protection tunnel, noice-reducing open-pore asphalt (OPA) in selected sections with an overall length of approx. 10 km, wildlife crossings, fencing, landscaping, and appropriate drainage designs. The increased efficiency of the A7 reduces exhaust emissions by reducing congestion and traffic jams and achievement of steady traffic flows and uniform driving speeds.

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EIB Carbon Footprint Exercise

The Project was included on the following basis:

- Estimated annual third party greenhouse emissions (vehicular use, from existing and generated demand) from the use of the Project in a standard year of operation:
    - Forecast absolute (gross) emissions are 594,000 tonnes of CO2 equivalent per year; and
    - Forecast emissions savings are 3,500 tonnes of CO2 equivalent per year.
- The Project boundary was and is equivalent to the widening of the A7 motorway between Bordesholm (A215) and A7 km 149+330 near HH-Nordwest. This appears justified as there is very limited traffic substitution between the A7 and other roads, and no traffic induction effects are expected.
- The baseline was and is the forecast third party emissions, in the absence of the Project, from the existing network within the Project boundary defined above. The forecasts are based on Services' assumptions on traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption.

At completion, while no detailed up to date traffic figures for the project were available, traffic counts on neighbouring motorway sections suggest that traffic has developed in line with forecasts. Hence, the previous forecast of emissions and savings is retained.

Social assessment

There were no resettlements in the context of the Project. The implementation of the 560m long Schnelsen noise projection tunnel covering the motorway has allowed to re-connect the parts of the community so far physically divided by the A7 cutting through its centre, and supports urban regeneration.

Summary opinion of Environmental and Social aspects at completion

EIB is of the opinion based on reports from the promoter and site visits by the EIB team during construction that the project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.