



Luxembourg, 7 July 2022

Environmental and Social Data Sheet

Overview

Project Name:	PONT ET BARREAU DE CAMELAT
Project Number:	20210785
Country:	France
Project Description:	The Project aims at completing the Agen western bypass road, by connecting the N21 to A62 (TEN-T) motorway. The 3 km long road section will provide a missing link between two existing roundabout intersections located on either side of the Garonne River. The new road includes two bridges to cross the Garonne River and a canal. The road is a single carriageway (1+1 lanes) with a separated bi-directional path for cyclists.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

Compliance with applicable Environmental Legislation

The Project is identified in the Agglomeration's Programme of guidelines and actions (POA) for transport and travel, which is an integral part of the Sustainable Intercommunal Local Urbanism Plan (PLUi-D) of the Agglomeration of Agen (equivalent to a sustainable urban mobility plan, SUMP). The Project is also included in the Territorial Coherence Scheme (SCoT) of the Agen territory, approved in 2014 and updated in 2019. Both PLUi-D and SCoT were subject to a Strategic Environmental Assessment (SEA).

The project falls under Annex II of the Directive 2011/92/EU as amended by Directive 2014/52/EU and subject to environmental impact assessment (EIA) as decided by the competent authority.

The project has received the public-interest utility declaration (DUP) and environmental authorisation from the prefecture of Lot-et-Garonne on 11 February 2022.

The project intersects a Natura 2000 site (Special Area of Conservation (SAC) No. FR7200700 "The Garonne in New Aquitaine") and the project was therefore subject to an Appropriate Assessment (AA) of the implications for the site in view of the site's conservation objectives (Habitats Directive, Article 6(3)).

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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Environmental Impacts

The EIA and AA have identified a number of measures related to the bridge and road structures that need to be implemented to avoid, reduce and mitigate negative impacts during construction and operation. The main impact of the project will be the disturbance of the water circulation affecting wetlands, including risk of water pollution due to flooding. Mitigation measures during construction and operation were identified.

In addition, in accordance with the applicable regulatory requirements, 150% of the destroyed wetlands will be compensated (minimum of 3.02 ha). Compensation sites were designed and recorded in the PLUi-D and the promoter has acquired all necessary land plots.

Several fauna and flora species were identified on the project site during the inventories, including heritage and protected species (particularly in the Natura 2000 site). The impacts during the construction and operation phases will result in the loss or alteration of favourable habitat surfaces and direct loss of life during construction and operations. A derogation concerning the disturbance of protected species was granted as part of the environmental authorisation.

Key avoidance and mitigation measures include the scheduling of works in the Garonne riverbed to reduce impact on fish migration; extensive landscaping works; and the renaturation of two streams in the vicinity of the project area. All identified measures to reduce, mitigate or manage negative impacts have been included in the environmental authorisation. No significant residual impact is expected on the affected habitat once all the measures are applied.

The monitoring of mitigation and compensation measures by promoter is foreseen in years 1, 3, 5, 10, and every 5 years over 50 years, following their implementation.

Climate change adaptation

Among all climate-change induced risks to the Project, the only significant one is related to flooding. The main structures have been designed to take into account this phenomenon, which regularly impacts the project right of way, based on a 300-year flood level, well beyond the 100-year recurrence requirement. The climate risk of the project is therefore assessed as low and the project is considered to be aligned with the resilience goal.

The project is considered to be aligned with the adaptation and climate resilience objectives of the Paris Agreement for the following reasons: The project is consistent with the Territorial Climate-Energy Plan (Plan Climat-Energie Territorial) and supportive of its objective to integrate local climate change concerns into transport policy. The project and its design exceed the requirements of normal design standards to accommodate increased physical climate risks.

Climate change mitigation

The project has been assessed for Paris Alignment in accordance with the policies set out in the Climate Bank Roadmap (CBR). The project is considered to be aligned with the low carbon goal as it consists of large new road capacity infrastructure construction meeting the EIB eligibility criteria for Transport, including passing the adapted economic test introduced under the CBR and is consistent with the Agglomeration of Agen's sustainable urban mobility plan.

The project includes a pedestrian and bicycle path that will be constructed in parallel to the road section. It will further expand the network of bicycle path and support modal shift, in line with the Agglomeration of Agen's bicycle master plan. All existing bicycle paths intersecting the project will be connected.

GHG emissions

GHG emissions were calculated for the project in accordance with the EIB carbon footprint methodology, but fall below the thresholds defined for the Carbon Footprint Exercise (CFE). The absolute emissions are 4 800 ktons per year and baseline emissions are 5 000 ktons per year.



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Circular economy and waste management

The longitudinal profile of the road was designed to allow up to 95% of the excavated soil to be reused as fill. Particular care will be given to the recycling and recovery of materials resulting from the deconstruction of existing buildings on the right-of-way.

Positive impacts

In addition to the compensation measures, the project includes major renaturation work on the straight artificial ditches dating from the last century located on the road corridor. Their re-meandering coupled with riparian planting will aim to enhance local biodiversity. Extensive hedge planting along the route will also ensure ecological continuity with the surrounding environment.

Social Assessment

Involuntary Resettlement

As the project is a “greenfield” investment, it requires new land-take along the entire alignment. The land acquisitions concerned mostly agricultural land and six family houses (requiring the relocation of 8 people in total). Although the promoter obtained the authorisation to conduct expropriations of land plots within the project right-of-way with the declaration of public utility, all land plots were acquired through voluntary land transactions.

Occupational and Community Health and Safety

The design of the bridge crossing the Garonne River – and all other hydraulic structures - were adapted as to not lead to an increase of the water level in case of flooding.

Road traffic noise modelling was conducted and identified the need to build two raised earth mounds as noise protection for dwellings along the road corridor.

Road safety

The project falls under the scope of the application of the European Directive 2008/96/EC on Road Safety Infrastructure Management (Directive 2008/96/EC) as amended by Directive (EU) 2019/1936. Therefore, road safety impact assessment and road safety audits for the road design were elaborated. In addition, and in line with the French legislation, a road safety audit will be carried out at pre-commissioning stage and after the first year of operation.

Positive impacts

Road users will benefit from improvements in traffic safety and reduced travel time. Inhabitants of Agen will benefit from improved living conditions thanks to the diversion of transit traffic from the congested roads in Agen city centre. The project provides with a new infrastructure for soft mobility in a safe and carefully landscaped environment, with a potential for positive health impacts on population.

Public Consultation and Stakeholder Engagement

Public consultations were first conducted in 2013 and 2017 as part of the preparation of the SCoT and the PLUi-D, which identified and confirmed the need for the project. A new consultation took place in 2019 as part of the update of the SCoT.

In accordance with French legislation, public consultations relative to the project took place in two steps:

- A **prior consultation** (*concertation préalable*), which took place from October 2021 to January 2022, on the basis of the feasibility study report (options appraisal). The results of the prior consultation process were approved by the Agglomeration Council on 28 January 2021 and received by the Prefecture on 4 February 2021, in accordance with the Article L. 103-2 of the Urban Planning Code.



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- A **single public inquiry** (*enquête publique unique*), which took place from 15 November 2021 to 15 December 2021, on the basis of the preliminary design, complete EIA and all related studies. In accordance with Article R.123-8 of the Environment Code, the inquiry covered: i) the DUP, ii) parcel acquisition authorisation, iii) environmental authorisation and iv) project compatibility with the local urban plan of the Agglomeration of Agen.

In addition to observations from the public, the promoter collected and addressed comments from the regional environmental authority (MRAe) and the national council for nature conservation (CNP) as part of the procedure.

Following a favourable opinion from the inquiry commission on 14 January 2022, the project received the administrative authorisations for all four items above from the Prefecture of the Lot-et-Garonne on 11 February 2022.

Conclusions and Recommendations

The project intersects the "Garonne in New Aquitaine" Natura 2000 site under the amended Habitats Directive (92/43/EC). Appropriate avoidance, mitigation and compensation measures were determined, including fauna/flora protection, noise reduction measures, landscaping and reforestation as well as water protection measures.

The project is considered to be aligned with the low carbon goal as it consists of large new road capacity infrastructure construction meeting the EIB eligibility criteria for Transport.

No residual environmental impact is expected if all the identified avoidance, reduction and compensation measures are properly implemented.

On the basis of the above elements, the project is acceptable to the Bank for financing.