European Investment Bank

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Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	A6 WIESLOCH-RAUENBERG TO WEINSBERG PPP
Project Number:	2014-0566
Country:	Germany
Project Description:	Widening of a 25.4km section of the A6 motorway between junctions Wiesloch-Rauenberg and Weinsberg (South of Heidelberg, North of Stuttgart) and operation and maintenance of the overall section of 47.2km under a 30-year design, build, finance and operate contract (DBFO). The project includes the replacement of a 1.3 km long viaduct which crosses the Neckar Valley.

Summary of Environmental and Social Assessment at Completion

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

The project involved the widening of the Federal motorway A6 between Wiesloch-Rauenberg and Weinsberg to six lanes which 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 Project fell under the requirements of Annex II of the EIA Directive 2011/92/EU, and hence competent authorities decided on whether a full EIA must be carried out or not, including public consultation (PC). The project has been screened in and a full EIA was required. EIAs have been performed according to the updated German Law currently in force for the sections along the Project route. During the EIA process, all potentially affected Natura 2000 sites, habitats and species have been analysed including those habitats and species located beyond Natura 2000 sites. The assessment has been carried out in accordance with the Habitats Directive. Final EIA decisions had been received for plan approval decisions (Planfeststellungsbeschlüsse (PFB)) for all sections of the Project and were enforceable at the start of construction activities.

As part of the project, compensation and replacement measures along the road in accordance with the PFB, were implemented. These included, among else, reforestation, woody planting, unsealing and surface and underground water restoration on a total area of more than 430 hectares. In addition, a bat winter roost was optimized and nesting aids for birds and roosts for bats were installed.

The impacts on biotopes along the construction sections were addressed during the planning approval process and fully compensated. Additional minor impacts were handled through individual permits. In most cases, affected areas were reforested on-site.

During the construction activities in section two, an unexpected presence of the hazel dormouse was detected. Construction schedule had to be adapted, and several protection measures were put in place.

The project implementation was subject to regular onsite monitoring by the independent environmental construction supervision (Umweltbaubegleitung, UBB), which oversaw the implementation of the technical and environmental works while verifying that the restrictions given in PFB were respected. Systematic monitoring of species populations and noise levels indicate the latest “good” to “very good” results.

The earth works, including removal of waste materials, was subject to specific environmental management process, whereas the UBB checked the chemical parameters of the delivered

earthworks materials and the EPC Contractor's suppliers had to register the soil characteristics and their environmental certificates. The process was monitored by the Environmental Manager and the site management of the EPC Contractor and followed the German waste legislation.

No adverse long-term environmental effects have been identified to date.

Additional climate mitigation measures were introduced at the end of the project implementation and concerned the installation of publicly accessible high-power EV charges and solar panel installations in the project maintenance centre in Bad Rappenau.

The project's environmental practices such as species protection, high recycling rate of materials, CO_2 monitoring, and compensatory ecological measures, were recognized as model for sustainable infrastructure development under international standards. The project was notably awarded the first DGNB Gold Certificate for a Transport Infrastructure Project in Germany and recognized as aligned with the UNECE's PIERS criteria.

Overall, the project was delivered in line with the original scope and requirements with outturn traffic performance in line with the original estimates. Its overall social and environmental impacts are therefore in line with those described in the EIA report and addressed through the measures required therein.

Road safety audits have been carried out at various stages of project preparation and implementation, minimizing the adverse impact of the project on road traffic participants. Temporary cycling facilities were provided during the construction phase to preserve cycling mobility options along and across the project.

As per information from the promoter, there are no pending litigation or complaints in relation to environmental and social aspects of the project.

Summary opinion of Environmental and Social aspects at completion

EIB is of the opinion based on reports from the promoter and others, where applicable, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.