

Luxembourg, 24 October 2025

## Environmental and Social Completion Sheet (ESCS)

### 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.

### Summary of Environmental and Social Assessment at Completion

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

The Project consisted of a greenfield linear road infrastructure with a total length of 3 km. The promoter was the Agglomeration of Agen. The project was completed in 2024 in line with its original scope.

The project fell under Annex II of the Directive 2011/92/EU as amended by Directive 2014/52/EU and was subject to environmental impact assessment (EIA). It received the public-interest utility declaration (DUP) and environmental authorisation from the prefecture of Lot-et-Garonne on 11 February 2022. The project was also subject to appropriate assessment for Natura 2000 site (Special Area of Conservation (SAC) No. FR7200700 "The Garonne in New Aquitaine". The EIA and AA have identified a number of measures related to the bridge and road structures to be implemented to avoid, reduce and mitigate negative impacts during construction and operation of the project.

A compensation at the level of 150% of the destroyed wetlands prescribed by the authority (minimum of 3.02 ha) was realized at designated sites before the commencement of works.

In addition to the compensation measures, major renaturation work on the straight artificial ditches dating from the last century located on the road corridor were realized. Extensive hedge planting along the route took place to ensure ecological continuity with the surrounding environment took place as well.

The measures to avoid and mitigate the negative impacts of construction activities, notably related to works in the riverbed of Garonne, including restrictions on construction activities during certain periods, were thoroughly applied during project implementation. No significant environmental incidents were reported during the project implementation.

The monitoring of mitigation and compensation measures by promoter was foreseen in years 1, 3, 5, 10, and every 5 years over 50 years, following their implementation. The first monitoring mission in the presence of the Environmental authority is planned by end 2025.

By letter dated July 29, 2025, the Environmental Authority, represented by the Departmental Directorate of Territories, requested the Promoter to carry out a supplementary localized hydraulic study (Rieumort stream). This hydraulic study will be followed by a 'Porter à Connaissance' (Information Notice) on the final implementation of the environmental measures

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at the intersection of two streams located within the project area of Camélat. The Agglomeration of Agen will then be required to implement any additional measures at that location according to the requirements prescribed by the Authority in the calendar year 2026.

The project required new land-take along the entire alignment. The land acquisitions concerned mostly agricultural land and six family houses leading to the relocation of eight 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.

Road safety impact assessment and road safety audits for the road design were elaborated. In addition, and in line with the French legislation. Road safety performance is fully satisfactory to date.

Overall, the project has been delivered according to the original scope, including installation of noise barriers, landscaping measures and infrastructure for soft mobility.

**EIB notes the following key Environmental and Social aspects to be monitored during operations:**

- Avoidance measures: Preservation of habitat in Chemin de Guitry and along the canal lateral cycle path; Preservation of wetland areas in Chemin de Franchinet.
- Mitigation measures: Natural habitats in the restored areas; Transplanted and preserved Italian Gladiolus (*Gladiolus italicus*) population near the lateral canal; Amphibian ponds, Franchinet Fence bat population and of ecological connectivity structures.
- Compensatory measures: Hedgerow plantings and in situ reforestation, bat roosts.
- Water runoff during the operational phase.
- Landscaping works.
- Sustainability of accompanying and monitoring measures.

**Summary opinion of Environmental and Social aspects at completion:**

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