

Environmental and Social Data Sheet

Overview

Project Name:	Autovía A-33 (N-344 a Jumilla - enlace C-3223 a Yecla)
Project Number:	20140025 (12-MU-5591, 12-MU-5592, 12-MU-5593)
Country:	SPAIN
Project Description:	Construction of 23.5 km of Greenfield road (2x2) between Jumilla and Yecla, part of the A-33 motorway
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project is included in the PITVI (Plan de Infraestructuras, Transporte y Vivienda 2012-2024) for which the SEA (Strategic Environmental Assessment) was performed in compliance with the EU SEA Directive 2001/142, transposed into the Spanish Law 9/2006. The consultation period was recently closed (14.03.2014) with no major complaints.

The project concerns the construction of 23.5 km of a Greenfield motorway from Yecla to Jumilla in Murcia, Spain. The project is part of the A-33 motorway providing an alternative itinerary to the current N-344. The project falls under the scope of Annex I of the EIA Directive 2011/92/EU. The full Environmental Impact Assessment (EIA) was carried out under the Environmental Spanish Law 6/2001, including public consultation (PC). The Environmental Decision (EIS) was issued by the Competent Authority on the 29.03.2006 and, according to the current Environmental Law (21/2013), is in force until December 2019.

The project is located in a sparsely populated rural area. During the EIA procedure, all potentially affected protected areas, including Natura 2000 sites have been analysed in line with the Habitats (92/43/EEC) and Birds (79/409/EEC) Directives. EIS provides mitigation and protection measures, reflected in the construction designs, which will have to be observed during execution guaranteeing no major impact of the project to protected sites.

At construction stage the project's impacts will be short-lived and reversible, at a level which is deemed acceptable. At operation stage the major impacts will be connected to noise, pollution, use of land, groundwater for agricultural use and road use generated waste however the final design includes mitigation measures to reduce the project's impacts to legal thresholds. The project has no particular residual impacts apart from those normally expected from road construction. Furthermore, the project is expected to contribute to reduce traffic related emissions and travel times.

The institutional capacity of the Promoter to manage the environmental issues is deemed high and therefore the project is acceptable for the Bank in environmental and social terms.

Environmental and Social Assessment

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Environmental Assessment

The project concerns the construction of 23.5 km of a Greenfield road from Yecla to Jumilla in Murcia, Spain. The project is part of the A-33 motorway (currently finished at Jumilla) providing an alternative itinerary to the current N-344 highly demanded by heavy and long distance traffic. The project includes several engineering structures as 3 junctions with conventional roads, a viaduct and 22 cross passes.

The preliminary design was launched by Ministerio de Fomento (MdF) in 2002 and the project was subject to EIA, including PC under the Environmental Spanish Law 6/2001. The EIS was issued by the Competent Authority ("Secretaría General de Medioambiente") on the 29.03.2006 and is still in force.

The project is located in a sparsely populated rural area. The project does not cross any Natura 2000 site however during the EIA procedure, all potentially affected Natura 2000 sites located in the vicinity of the project (SPA ES6200036 "Sierra del Buey" and SPA ES0000196 "Estepas de Yecla") have been analysed in line with the Habitats (92/43/EEC) and Birds (79/409/EEC) Directives. Mitigation and protecting measures have been considered in the designs, guaranteeing no major impact on the protected sites and species (mainly birds, eagles and owls).

At construction stage, the project will increase noise and vibration levels, and will impact groundwater, habitat connectivity and air quality. Mitigation measures considered in the designs include drainage systems, air quality protection with irrigation systems, management of earthworks (that are balanced), waste and landfills and reparation of the vegetation damaged with local species and noise mitigation barriers. There is an inventory of archeological sites identified in the vicinity of the project. Works will be supervised by an official archeologist to guarantee that no impact is caused on these sites. The project's impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable.

At operation stage the major impacts will be connected to noise, pollution, use of agricultural land, groundwater for agricultural use and road use generated water. The project includes adequate protection and mitigation measures as crossings for animals, species for plantings, adequate drainage systems to prevent the direct run-off from road surface to surface water areas. Designs include significant parts of cuttings and noise barriers contributing to mitigate noise impact. Furthermore, the project is expected to contribute to reduce traffic related emissions and travel times. The distance saved is estimated at 46 km for long distance travellers using currently the A-7 highway between Murcia and Valencia.

The above-mentioned measures are considered as adequate.

EIB Carbon Footprint Exercise

CO2 estimates have been calculated 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 54,234 tonnes of CO2 equivalent per year; and
- Forecast emissions decrease in 1,019 tonnes of CO2 equivalent per year, as travel distances for segments of long-distance traffic attracted to the project, and the traffic conditions are improved. The project boundaries are:
 - Existing network comprising the existing N-344 road in the route of the new motorway sections, and the already completed sections of the A-33.
 - In the "with project" case, in addition the 23.5 km new motorway built under the project.
- The baseline is the forecast third party emissions, in the absence of the project, from the existing network. The forecasts reflect the Services' assumptions on

traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption. The absolute emission forecast includes both the existing and additional network.

- For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Social Assessment, where applicable

Expropriations are carried out in line with the Spanish Law. According to the information provided by the promoter, some of 309 plots of land (corresponding to 137 owners) are affected by the project. The project will not entail involuntary resettlement and up to date, no major complains regarding land acquisition have been raised during the public consultation phase.

Public Consultation and Stakeholder Engagement, where required

PC was carried out in 2003 as part of each EIA process, in conformity with EU Directives and Spanish Legislation. During PC, complaints and remarks received (both from public and private stakeholders) were incorporated in the EIA and resulted in a number of guidelines reflected in the final design.

Other Environmental and Social Aspects

The project has an environmental supervisor from the promoter to guarantee the implementation of all the environmental measures included in the EIS.

The project is part of the A-33 motorway providing an alternative itinerary to the current N-344 and includes interchanges with conventional roads connecting the villages of Yecla and Jumilla. N-344 is currently the road with more fatalities in Murcia region and highly demanded by heavy and long distance traffic.

The new road includes safety measures in line with the technical characteristics of the road, contributing to upgrade the road network to current safety standards and improve road safety in the region.