Luxembourg, 18 June 2014

Environmental and Social Data Sheet

Overview

Project Name:	Autovía GR-43 (Pinos Puente-Atarfe)
Project Number:	20140025 (43-GR-3750)
Country:	SPAIN
Project Description:	Construction of 11.7 km of Greenfield road (2x2 section of the GR-43 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 11.7 km of Greenfield road (2x2 section of the GR-43 motorway) between Pinos Puente and Atarfe in Granada and the connection with the Granada bypass (A-44). The project falls under the scope of Annex I of the EIA Directive 2011/92/EU. A full Environmental Impact Assessment (EIA) was carried out under the Environmental Spanish Law (RD 1302/1986), including public consultation (PC). The Environmental Decision (EIS) was issued by the Competent Authority on the 22.03.2001 and according to the Environmental Law (21/2013), is in force until December 2019.

The project runs through the irrigated area of "Vega de Granada" and is located in the vicinity of the Genil River. There are not protected sites, including Natura 2000, located in the vicinity of the project. Nevertheless, evidence of the compliance with the Habitats (92/43/EEC) and Birds (79/409/EEC) Directives have been requested to the promoter and is still awaited.

At construction stage the project's impact will be short-lived and reversible, at a level which is deemed acceptable. At operation stage the major impacts will be connected to loss of agricultural land and severance. However the final design includes mitigation measures to reduce project's impacts to legal thresholds. The project has no particular residual impacts apart from those normally expected from road construction.

The institutional capacity of the Promoter to manage the environmental issues is deemed high. Therefore, subject to the provision of evidence of the compliance with the Habitats (92/43/EEC) and Birds (79/409/EEC) Directives (Form A/B or equivalent) and prior to any disbursement against this scheme, the project is acceptable for the Bank in environmental and social terms.

Environmental and Social Assessment

Environmental Assessment

The project concerns the construction of 11.7 km of Greenfield road (section of the GR-43 motorway) between Pinos Puente and Atarfe in Granada and the connection with the Granada bypass (A-44). The project includes several engineering structures as 4 junctions with existing roads, 3 viaducts and 18 cross passes. The project is part of the itinerary

[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.

between the regions of Extremadura and Andalucía. Due to its proximity to Granada, the project will also contribute to the reduction of traffic congestion in the N-432 national road, currently used as one of the access to the city. Works were started in 2010 and were suspended 6 months later. It is expected to re-start the works before Q4 2014.

The preliminary design was launched by Ministerio de Fomento (MdF) in 1992 and the project was subject to EIA, including PC under the Environmental Spanish Law (RD 1302/1986). The EIS was issued by the Competent Authority ("Secretaría General de Medioambiente") on the 22.03.2001.

The project runs through the irrigated areas of "Vega de Granada" and is located in the vicinity of the Genil River. The project uses the same corridor as the high speed railway between Antequera and Granada currently under construction. The project includes a viaduct over the Cubillas River, designed to minimize affection to riverbed flora. There are not protected sites, including Natura 2000, located in the vicinity of the project. Nevertheless, evidence of the compliance with the Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC) have been requested to the promoter and is still awaited.

At construction stage, the project will increase noise levels, and will impact water and air quality. Mitigation measures considered in the designs include air quality protection with irrigation systems, noise measures, drainage systems, separate cleaning areas for machinery and materials, management of earthworks, waste, and landfills, reparation of the vegetation damaged with local species, wildlife protection with underpasses and reconstruction of affected road crossings. In addition, earthworks, demolitions and felling of trees are forbidden during nesting periods. There are some archeological sites in the vicinity of the project, identified as Iberian archeological remains. In this case, works will have to be supervised by an official archaeologist 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 loss of agricultural land, severance, noise, pollution and generated waste. Final designs include adequate mitigation measures guaranteeing that the project's overall residual impacts are not high (crossings for animals, native species for plantings, adequate drainage systems to prevent the direct run-off road surface to surface water areas and noise barriers where needed). Furthermore, the project will decrease local traffic-related emissions in the proximity of Granada due to improve traffic conditions.

The above-mentioned measures are considered 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 19,581 tonnes of CO2 equivalent per year; and

- Forecast emissions increase in 3,704 tonnes of CO2 equivalent per year, as travel distances for segments of long-distance traffic attracted to the project, and the traffic is increased. The project boundaries are:
    - Existing network comprising the A-44 and N-432 roads in the area of influence of the project.
    - In the "with project" case, in addition the 11.7 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, 466 plots of land are being affected. Non populated areas are crossed. The project will not entail involuntary resettlement and up to date, no major complaints regarding land acquisitions have been raised.

Public Consultation and Stakeholder Engagement, where required

PC was carried out in 1998 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 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.