

## Environmental and Social Data Sheet

### Overview

Project Name: Autovía A-7 (Carchuna-Castell de Ferro)  
 Project Number: 20140025 (12-GR-3650)  
 Country: SPAIN  
 Project Description: Construction of 10 km section of motorway (2x2 greenfield) in Granada, part of the A-7, including connection to the current N-340 trunk road

EIA required: yes

Project included in Carbon Footprint Exercise<sup>1</sup>: 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 a 10 km section of the A-7 motorway (2x2) and the connection to the current N-340 trunk road. The project is located in the province of Granada and falls under Annex I of the EIA Directive 2011/92/EU. A full Environmental Impact Assessment (EIA) was carried out under the Environmental Spanish Law (RD 1131/1988), including public consultation (PC). EIS was issued on the 12.04.2002 and, according to the current Environmental Law (21/2013), is in force until December 2019.

The project is located in a sparsely populated area and runs through high value agricultural land, primarily greenhouses. The project runs in the vicinity of the "Sierra de Castell de Ferro" NATURA 2000 site. During the EIA procedure, all affected protected areas have been analysed in line with the Habitats (92/43/EEC) and Birds (79/409/EEC) Directives. EIS provides compensation, 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. In particular, an additional strip of land had to be made available along each side of the road section located in the vicinity of the "Sierra de Castell de Ferro" Natura site.

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 land, groundwater for agricultural use and road use generated waste. However, the final design includes mitigation measures to reduce the project's impact to legal thresholds. The project has no particular residual impacts apart from those normally expected from road construction. The project should bring about environmental benefits as it should decrease local traffic-related emissions thanks to the improvement of traffic conditions.

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

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

## Environmental and Social Assessment

### Environmental Assessment

The 1,330 km of the A-7 motorway (Algeciras-Barcelona) run through the Mediterranean corridor. The alternative itinerary is the current national road N-340, parallel to the coastline, which carries a significant amount of heavy vehicles and long distance traffic. This project includes the construction of 10 km of the A-7 between Carchuna-Castell de Ferro, closing the A-7 in the Andalucía region. The works include 3 viaducts, 1 tunnel (Romeral, length below 500 m) and 11 cross passes.

The preliminary design was launched by Ministerio de Fomento (MdF) in 1990 and the project was subject to EIA, including PC (year 1993) under the Environmental Spanish Law (RD 1131/1988). EIS was issued on the 29.07.1996. In 1996, due the request from the Municipality of Motril to compare north and south by-passes of the town, the MoF launched a new road design. The latter was subject again to a full EIA including PC (year 2000), carried out under the Environmental Spanish Law (RD 1131/1988). Final EIS was issued by the Environmental Competent Authority on the 12.04.2002. The EIS is in force until December 2019, according to the current Environmental Law (21/2013).

The project is located in a sparsely populated area and runs through high value agricultural land, primarily greenhouses. There is one NATURA 2000 site located in the vicinity of the project (SCIES 6140011 "Sierra de Castell de Ferro"). Compensatory measures have been included in the final design. In particular, an additional strip of land (of some 100 m width, representing a total of some 66.1 hectares) had to be made available along each side of the road section located in the vicinity of the protected site. Environmental measures guarantee no major impact of the project on the affected area. Evidence of the compliance with the Habitats Directive (92/43/EEC) and Birds Directive (79/409/EEC) is included in the EIS.

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, management of earthworks, waste and landfills, felling of trees outside the nesting period, reparation of the vegetation damaged with local species, wildlife protection with underpasses and reconstruction of affected road crossings. Affected flock crossings will be also reconstructed. 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 erosion, loss of agricultural land, severance, noise, pollution and generated waste; however the final designs include adequate mitigation measures as 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 should bring about environmental benefits as it will provide an alternative route to the N-340 in Andalucía, improving traffic conditions and contributing to decrease local traffic related emissions.

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 8,521 tonnes of CO2 equivalent per year; and
- Forecast emissions decrease in 496 tonnes of CO2 equivalent per year, as travel distances for segments of long-distance traffic attracted to the project, and the better conditions of the traffic. The project boundaries are:

- Existing network comprising the existing N-340 road in the route of the new motorway sections, and the already completed sections of the A-7.
- In the “with project” case, in addition the 10km 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 268 plots of land (126 owners) are affected by the project. The project will not entail involuntary resettlement and up to date, no major complaints regarding land acquisitions were raised during the public consultation phase.

### **Public Consultation and Stakeholder Engagement, where required**

PC was carried out in 1993 and 2000 as part of each EIAs processes, in conformity with EU Directives and Spanish Legislation. During PCs, complaints and remarks received (both from public and private stakeholders) were incorporated in the EIAs 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.

Additional compensation measures were included in the final designs. In particular, an additional strip of land (of some 100 m width) was added along each side of the road section located in the vicinity of the protected site “Sierra de Castell de Ferro”. This measure had an impact in the cost of the project since additional plots of land had to be expropriated.

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.