

Environmental and Social Data Sheet

Overview

Project Name:	Autovía SE-40 (Alcalá de Guadaira - Dos Hermanas)
Project Number:	20140025 (48SE4470T)
Country:	SPAIN
Project Description:	Construction of 8.1 km of motorway (2x3 Greenfield road) which will be part of the new Sevilla bypass SE-40
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) is being 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 8.1 km (Greenfield road) of the SE-40 motorway (2x3) in Sevilla. The project falls under the scope of Annex I of the EIA Directive 2011/92/EU. The full 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 29.06.2001 and, according to the current Environmental Law (21/2013), is in force until December 2019.

The project is part of the outer ring road of Sevilla and is located in a sparsely populated area. 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.

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 and road use generated waste. 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 project should bring about environmental benefits as it should decrease local traffic related emissions thanks to the improvement of traffic conditions.

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

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

This project will contribute to close the “Sevilla SE-40 Bypass East”, part of the outer ring road of Sevilla (SE-40) with motorway design standards. The project includes 3 viaducts, 8 overpasses and 3 underpasses.

The preliminary design was launched by Ministerio de Fomento (MdF) in 1998 and the project was subject to EIA, including PC under the Environmental Spanish Law (RD 1302/1986). The EIS was issued on the 29.06.2001 by the National Environmental Authority. The works started in 2013 and, according to the current environmental Law (21/2013), the EIA decision is still in force.

The project is part of the outer ring road of Sevilla and is located in a sparsely populated area. The project crosses some irrigated land and countryside. 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 reconstruction of affected flock crossings, air quality protection with irrigation systems, noise measures, vegetal soil protection, disposal management and separate cleaning areas for machinery. There are some archeological sites in the vicinity of the project. 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 severance, noise, pollution and generated waste however the final designs include adequate mitigation measures as crossings for animals, adequate drainage systems and noise barriers where needed. Furthermore, the project should bring about environmental benefits as it will provide an alternative route to inner by-pass (SE-30), improving traffic conditions in the current inner ring road and access to the city, 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 57,111 tonnes of CO2 equivalent per year; and
- Forecast emissions decrease in 13,285 tonnes of CO2 equivalent per year, as reduction of congestions due to the project and the traffic conditions are improved. The project boundaries are:
 - Existing network comprising the existing A-376 road in the route of the new motorway sections.
 - In the “with project” case, in addition the 8.1 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 58 plots of land (corresponding to 64 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 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.