

Environmental and Social Data Sheet

Overview

Project Name:	FOMENTO ROAD UPGRADE & REHABILITATION PL
Project Number:	20140025
Country:	SPAIN
Project Description:	The operation concerns 19 road projects aiming at upgrading the road network in Spain
EIA required:	yes (for 9 schemes)
Project included in Carbon Footprint Exercise ¹ :	yes, (individual analysis performed for schemes above EUR 50m)

(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 a multi-scheme operation to improve the national road network in Spain. The project covers some 350 km of roads, including a total of 19 schemes, of which 12 are new construction and 7 major rehabilitation projects. All the construction schemes are included in the PITVI (Plan de Infraestructuras, Transporte y Vivienda 2012-2024), the strategic transport plan for the period 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 complains.

Out of the 12 construction schemes, 3 do not fall into the scope of the EIA EU Directive 2011/92/EU and therefore do not require an Environment Impact Assessment (EIA). The remaining 9 fall under Annex I of the EIA Directive and EIAs have been performed. The related Environmental Decisions (EIS) have been issued by the Competent Authority. The Bank has requested confirmation of validity of all the EISs, having received this confirmation for all the schemes but 1 (coded as 12-SA-4340.A). All the rehabilitation works comprise major pavement works, therefore are outside the scope of the EIA Directive and EIAs are not required.

The schemes included in the project are scattered throughout the country. Five construction schemes cross or are located next to protected areas, including Natura 2000. Nevertheless, adequate environmental measures have been considered in the designs guaranteeing no major impact of these schemes to affected sites. For these 5 schemes, evidence of the compliance with the Habitats Directive (92/43/EEC) and Birds Directive (79/409/EEC) have been reported for 3 of them and related Forms A (or equivalent) have been issued by the Competent Authorities. For the remaining 2 (roads coded as 12-SA-4340.A and 26-BA-3650) the Forms A (or equivalent) are awaited. In addition, the Bank has requested the evidence of the compliance with the Habitats and Birds Directives for the construction schemes not located in the vicinity of protected areas (7 schemes). This confirmation has been received for 1 scheme and is awaited for the remaining 6 (roads coded as 48-SE-4470T, 33-LC-5710, 43-GR-3750, 25-B-4860, 12-GI-3580 and 15-GI-3680).

The schemes include different engineering structures as non-level junctions, tunnels (including one of 1km length), viaducts, over passes and under passes. Adequate construction methods have been considered in the designs with particular attention to balance

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.

of earthworks and location of land disposals and borrow pits. Archaeological studies have been performed and where required, adequate measures are considered to guarantee no major impact to affected sites. The project's impacts at the construction stage will be short-lived and reversible, at a level which is deemed acceptable.

At operation stage, major impacts will be connected to noise and pollutant emissions. Final designs include 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 and therefore, subject to disbursement conditions mentioned below, the project is acceptable to the Bank in environmental and social terms:

- For schemes: 48-SE-4470T (3), 12-SA-4340.A (5), 26-BA-3650 (7), 33-LC-5710 (8), 43-GR-3750 (17), 25-B-4860 (18), 12-GI-3580 (19), 15-GI-3680 (20) representing 50% of the project cost, the promoter has to provide documentary evidence by Competent Authority that the requirements of the EU Habitats Directives have been fulfilled (Form A or B on nature conservation or equivalent).
- For scheme 12-SA-4340.A representing 4% of the project cost, the promoter has to provide documentary evidence by Competent Authority of the validity of the EIS.

Environmental and Social Assessment

Environmental Assessment

Spain is required, as a Member State, to follow the relevant EU legislation in relation to the environmental impact of projects (namely EIA, SEA, Habitats and Birds Directives). The amended Spanish EIA law, which is fully compliant with EU Directives, entered into force in December 2013 (Law 21/2013). The Ministry of Environment (Ministerio de Agricultura, Alimentación y Medioambiente -MAGRAMA-) is the Competent Authority for EIA in Spain. However, Nature Conservation Directorates in each Region (Comunidad Autónoma) are the Competent Authorities for nature conservation, including Natura 2000 sites.

The project includes a total of 19 schemes included in the PITVI, 12 new construction and 7 major rehabilitation projects. 9 schemes follow under Annex I of the EIA EU Directive 2011/92/EU and 10 outside the scope of EIA Directive. All the EISs (Environmental Impact Assessment – DIA in the Spanish acronym) from schemes within Annex I have been provided to the Bank.

Five construction schemes cross or are located next to protected areas, including Natura 2000. For 3 of them, evidence of the compliance with the Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC) have been reported with Forms A (or equivalent) issued by the Competent Authorities and is awaited for the remaining 2 schemes. In addition, the Bank has also requested the evidence of the compliance with the Habitats and Birds Directives for the construction schemes not located in the vicinity of protected areas (7 schemes). This confirmation has been received for 1 scheme and is awaited for the remaining 6. However adequate mitigation measures have been considered in the designs guaranteeing no major impact of the project.

The promoter implementing the project is highly capable, with a proven ability to implement large-scale programmes. Six major schemes (above EUR 50 m) have been appraised under this single operation, summarizing results in one single ESDS. Environmental and other key reporting requirements have nonetheless been prepared for each individual scheme. In addition, summary information about status of EIA, EIS, NTS, Form A/B (or equivalent) and land acquisition for the 19 schemes included in the project is included at the end of this ESDS.

At construction stage, the project will increase noise and vibration levels, and should have an impact on groundwater and air quality. Mitigation and protection measures have been considered in the designs in order to minimise such effects and in most cases, such measures are expected to contribute to improve the original conditions of upgraded roads. Environmental measures include drainage systems, management of earthworks, selected land disposal and borrow pits, reparation of affected vegetation with local species, underpasses or new structures for wildlife protection, water basins, etc. Construction works will take place outside nesting periods.

In case of archaeological sites located in the vicinity of roads included in this project, the construction works will be supervised by experts from Competent Authorities to guarantee performance of adequate measures to preserve affected sites. The project's impact at construction stage will be short-lived and reversible, at a level which is deemed acceptable.

At operation stage, major impacts will be connected to noise and pollution. Special mitigation measures (mostly noise barriers) have been proposed to reduce noise level to legal thresholds. Severance will be mitigated with animal underpasses, reparation of affected cattle paths and agricultural roads.

The above-mentioned measures are considered adequate.

According to the information received from the promoter the project's overall residual impacts are in line with other projects of similar characteristics.

EIB Carbon Footprint Exercise

The project is included 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 emissions decrease in tonnes of CO₂ equivalent per year, as travel distances for segments of long-distance traffic attracted to the project, and the associated fuel consumption reduction.
- The baseline is the forecast third party emissions, in the absence of each 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.

Individual and total emissions for major schemes (above EUR 50m) are:

CO ₂ emissions, tonnes p.a	Relative	Absolute
12-GR-3650 A7 Carchuna-Castell de Ferro	-496	8,521
12- GR-3750 Pinospuente-Atarfe	3,704	19,581
12-HU-5700 A23 Caldearenas-Lanave	2,469	11,209
12-HU-5700 A23 Congosto-Arguis	1,139	5,169
12-MU-(5591, 5592, 5593) A33 motorway section	1,019	54,234
48-SE-4470 Sevilla bypass southern section	-13,285	57,111
Total	-5,450	155,825

A particular analysis for major projects has been performed and results are presented in each individual ESDS.

Social Assessment,

Expropriations are carried out in line with the Spanish Law (Ley de Expropiación Forzosa de 16 de Diciembre de 1954). A total of 1,194 plots (826 owners and 155 businesses) are been affected by the project. At time of appraisal, compensating measures were still being carried out and the whole process is expected to finish by 2018.

Public Consultation and Stakeholder Engagement,

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. At time of appraisal, public consultation was just closed (14.03.2014) with no major complaints.

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

Other Environmental and Social Aspects

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

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

The schemes included in the project (19) are:

REHABILITATION SCHEMES (7 schemes)

Code	Name
3	Rehabilitación del firme en la Autovía A-6. Tramos: p.k. 411+500 a 420+300 y 467+900 a 480+000. Provincias de Lugo y León
4	Seguridad vial. Rehabilitación del firme. Carretera A-1, Autovía del Norte, pp.kk. 50,0 al 74,0. Tramo: Venturada-Buitrago de Lozoya
5	Seguridad vial. Rehabilitación del firme. Carretera A-1, Autovía del Norte, pp.kk. 74,0 al 90,0. Tramo: Buitrago de Lozoya-Robregordo
6	Seguridad vial. Rehabilitación del firme. Carretera A-1, Autovía del Norte, pp.kk. 90,0 al 101,0. Tramo: Robregordo-Santo Tomé del Puerto
7	Rehabilitación del firme en la autovía A-23, entre los pp.kk. 80,590 al 103,000. Tramo: Carrión - Puerto de Escandón
8	Rehabilitación del firme entre los puntos kilométricos 325,352 y 386,146 en la carretera N-420. Tramo: Mota del Cuervo-Olivares del Júcar
9	Rehabilitación y mejora. Fresado y reposición. Carretera A-620, pp.kk. 149,840 al 131,400. Calzada izquierda

CONSTRUCTION SCHEMES (12 schemes)

Code	Scheme	EIS	EIS (Annex I EIA Directive)	Expiry date EIS	Screening out decision date (Annex II EIA Directive)	NTS	Natura 2000 (Form A/Form B)	Natura 2000 sites
48-SE-4470T	Autovía SE-40. Sector Este. Tramo: Alcalá de Guadaira (A-376)-Dos Hermanas (A-4) del P.K. 0+000 al P.K. 8+140.	YES	29/06/2001	December 2019		Received	Requested 14/03/2014	Non affection
12-MU-5591 12-MU-5592 12-MU-5593	Autovía A-33, Cieza-Fuente La Higuera. Tramo: Enlace N-344 a Jumilla -En lace C-3223 a Yecla. Provincia de Murcia. Subtramos 1+2+3	YES	29/03/2006	December 2019		Received	EIS=Form A	Non affection
12-SA-4340.A	A-62. Fuentes de Oñoro-Frontera con Portugal (conexión con la IP-5)	YES	29/11/2005	Confirmation of EIS expiry date requested		Received	Requested	"Campo de Azaba" and "Campo de Argañán"
26-BA-3650	Viaducto de Castilblanco sobre el embalse García de Sola. P.k. 221,300	YES	10/08/2010	December 2019		Received	Requested	"LIC and ZEPA Puerto Peña-Los Golondrinos"
33-LC-5710	Construcción de enlace (Paso inferior de Conxo). Depresión de la SC-20, construcción de glorieta, ordenación de accesos y circulación peatonal. SC-20, p.k. 7+515. Santiago de Compostela.	NO	Not needed	Not needed	No Annex I/II	Not needed	Requested	Non affection
12-HU-5730	Tramo Caldearenas-Lanave de la A-23 Autovía Sagunto-Zaragoza-Jaca	YES	04/12/2002	December 2019		Received	Received	"ZEPA Sierra y Cañones de Guara " and "LIC La Guarguera"
12-HU-5700	Tramo Congosto del Isuela-Arguis de la A-23	YES	04/12/2002	December 2019		Received	Received	"ZEPA Sierra y Cañones de Guara"
12-GR-3650	Autovía del Mediterráneo, A-7. Tramo: Carchuna-Castell de Ferro	YES	29/07/1996 and 12/04/2002	December 2019		Received	EIS=Form A	"LIC Sierra de Castell de Ferro"
43-GR-3750	Autovía GR-43. Tramo: Pinos Puente-Atarfe (enlace con la futura A-44). El p.k. de inicio es 1+700 y el p.k. de fin es 13+400.	YES	22/03/2001	December 2019		Received	Requested	Non affection
25-B-4860	Mejora del trazado y reordenación de accesos en una intersección y un enlace de la carretera N-II en el Término Municipal de Tordera	NO	Not needed	Not needed	No Annex I/II	Not needed	Requested	Non affection
12-GI-3580	Autovía A-2, del nordeste. Tramo: Maçanet de la Selva- Sils. Provincia de Girona	YES	19/02/2001	December 2019		Received	Requested	Non affection
15-GI-3680	Reordenación de accesos en la intersección de la carretera N-II con la carretera GIV-5125 en Pontós y en la intersección de la carretera N-II con la carretera GIV-6226 en Garrigás	NO	Not needed	Not needed	No Annex I/II	Not needed	Requested	Non affection