

## Environmental and Social Data Sheet

### Overview

Project Name: *Greek motorways*  
 Project Number: *2012-0192*  
 Country: *Greece*  
 Project Description: *The Project consists of priority sections of the Greek Motorway Network (TEN-T), within the investment programme of four concessions to be restructured.*

EIA required: YES

Project included in Carbon Footprint Exercise<sup>1</sup>: YES

(Details are provided in section: "Carbon Footprint")

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

The project will support the Greek PPP motorway programme currently under restructuring by covering eligible expenditure items of the State contribution to the programme. The investments included in the project comprise the construction of 239 km of new motorways and smaller upgrades on 434 km of existing motorways located on the main transport corridor Patras-Athens-Thessaloniki (PATHE).

The Project is not subject to the SEA Directive 2001/42/EC as the different sections have been included in the Greek Motorway Network Plans prior to 2004.

All the works were subject to an environmental impact assessment including public consultation, in accordance with EIA Directive 2011/92/EU. Negative impacts of the greenfield sections of the project include noise and vibration, visual intrusion and obstruction, air quality, water quality and cultural heritage. The respective concession contracts include adequate obligations regarding the mitigation of these negative impacts both during works and during operation, the latter being also applicable for those sections which will be built by the State and transferred to the Concessionaires for operation. Works to be carried out by the State also include adequate mitigation measures during construction. Main positive effects of the project include strong safety benefits.

Environmental permits are still pending on certain sections of the Aegean Concession concerned by the project as well as on the Ionia-Odos Concession. New permits had to be requested following changes in the design, which was improved in several locations. The Promoter shall provide, before first disbursement, a copy of all pending environmental permits.

Certain sections of the project cross or are in the vicinity of the Natura 2000 areas. Prior to first disbursement the Promoter shall provide documentary evidence that the requirements of the Habitats Directive have been fulfilled (Form A/B or equivalent document to the satisfaction of the Bank).

Based on the above, the project is acceptable to the Bank from an environmental point of view.

<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

EIAs were approved by the competent authority and Common Ministerial Decisions (CMD) signed as follows:

Section	Concession	CMD date	Section	Concession	CMD date
IC Ag. Theodori - Almirou	Aegean	22/6/95	Metamorfosi-Yliki	Ionia-Odos	8/2/07
Monsatiri-Larisa deviation		15/6/95	Yliki-Kastro and modifications		10/7/95, 22/9/06, 12/6/09
Almirou-IC Aerinou		22/6/95	Kastro-Tragana and modifications		10/7/95, 12/5/06, 31/4/09
Aerinou-Monastiri		30/3/95	Tragana- Arkitsa and modifications		10/7/95, 12/5/06
East deviation of Larisa		30/3/95	Arkitsa -Ag. Kos and modifications		10/7/95, 12/5/06
North exit Tempir-Pirgetos		8/8/02	Ag. Kos-Kamena Vourla		30/7/02, 24/9/02
IC Tempir-IC Rapsani		5/8/02	Kamena Vourla-Mendenitsa		19/10/98
Platamonas-Skotina		9/8/02	Chimatari-Chalkidia		15/3/00
Rapsani-IC Platamona		15/12/95	Renewal env.permits		23/9/09
Skotina-Katerini		28/4/95	Skarfeia-Raches		E65
Raches-IC Ag. Theodori		17/5/95	Elefsina-Korinthos	Olympia-Odos	15/5/94, 18/10/06
Kleidi-Katerini		11/8/94	Korinthos-Patras		16/6/06
N. IC Katerini and peripheral		14/3/01			
IC Platamonas		7/10/99			
IC Tempir-IC Raspani		20/8/03			
Modifications Platamonas		22/8/03			
Renewal env. permits PATHE	22/8/03				

However, final environmental permits are still pending on certain sections of the Aegean Concession concerned by the project, as well as on the Ionia-Odos Concession. New permits had to be requested following changes in the design, which was improved in several locations following some complaints.

All environmental permits are available for the sections of the project located on the E65 and the Olympia-Odos concessions.

### Land Acquisition

Land acquisition is ongoing on certain sections of the project on the Aegean Concession and on the E65 Concession. All land acquisition is complete for the sections of the project located on the Olympia-Odos and Ionia-Odos concessions.

### Natura 2000

The project will cross or will be in the vicinity of the following Natura 2000 areas : Oros Chelmos (GR2320015), Limes Liki Kai Paralimni (GR2410001), Koilada Kai Ekvoles Spercheiou (GR244002), Kato Rous Kai Ekvoles Spercheiou Potamou (GR2440005), Periochi Thessalikou Kampou (GR1420011), Kato Olympos (GR1420001), Delta Axiou-Loudia-Aliakmona-Evryteri Peiochi (GR1220002) and Delta Axiou-Loudia-Aliakmona-Aliki Kytrous (GR1220010). Form A/B will be requested from the Promoter before first disbursement.

## **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 baseline (gross) emissions are 1,953,000 tons of CO<sub>2</sub> equivalent per year; and
  - ✓ Forecast emissions increases are 232,000 tons of CO<sub>2</sub> equivalent per year.
- The Project boundary is equivalent to the PATHE corridor over a distance of 673 km.
- The baseline is the forecast third party emissions, in the absence of the Project, from the existing network within the Project boundary defined above. The forecasts are based on Services' assumptions on traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption.
- 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.