

Environmental and Social Data Sheet

Overview

Project Name:	STRASSENINFRASTRUKTUR BRANDENBURG II
Project Number:	20140355
Country:	GERMANY
Project Description:	The proposed project constitutes a part of the road modernisation programme 2013-2016/17 in the State of Brandenburg, which is a convergence area.
EIA required:	This is a multi-scheme operation. Some of the schemes may require an EIA under Annex II of the EIA Directive.

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

The proposed project consists of a number of small and medium-sized road schemes under Land Brandenburg's overall road modernisation programme for the years 2013-2017.

The schemes are primarily focusing on small and medium rehabilitation along existing corridors. Most of the minor schemes are expected to have little negative impacts or positive impacts but some of the middle sized schemes may have a potential impact. All schemes will be subject to the Bank's framework loan allocation rules and further appraised during implementation. In case individual schemes generate negative impacts on protected areas, the needed confirmation will be sought from the Competent Authority. If deemed necessary, independent checks will be made with the Promoter to help ensure that the negative impacts, if any, of the projects are adequately mitigated, and whether an EIA is required, including compliance with the EU legislation on nature conservation (Habitats and Birds Directive) Directives 92/43/EEC and 2009/147/EC.

The preliminary list of schemes includes both Landesstrassen and Bundesstrassen. A SEA has been undertaken for Landesstrassen schemes in accordance with SEA Directive 2001/42/EC. The schemes on Bundesstrassen derive from the Federal Transport Investment Plan from 2003, before the compliance with the SEA Directive was introduced in 2004, and schemes on Bundesstrassen have therefore not been subject to an SEA.

The schemes are expected to contribute to a smoothing of traffic flows which may induce a slight fuel consumption drop and a marginal reduction in overall CO₂ emissions. Better facilities for cyclists and pedestrians, and safety features in general, may also result in a reduction in road accidents and better conditions for non-motorised traffic. No social issues have been identified at this stage but will be subject to assessment case by case.

The Ministry of Infrastructure and Spatial Development (MISD) ensures that the EIA process is applied in keeping with Directive 2011/92/EC on Environmental Impact Assessment (EIA), including an assessment of whether the schemes fall under Annex II or III of the Directive, or none of them. The State Environmental Authority under the Ministry of Spatial Development, Environment and Consumer Protection is the Competent Authority responsible for granting environmental permits for the respective schemes. The Bank is satisfied with the approach of the Competent Authority to the planning permission process.

The Promoter is to provide (i) Environment Decisions from the Competent Authority (ii) Form A or B from the Competent Authority for Nature Conservation that the requirements of the Birds and Habitats Directives have been fulfilled (iii) EIA-decisions, reports and NTS for relevant schemes.

Environmental and Social Assessment

Environmental Impacts and Arrangements

- The programme is primarily focusing on small and medium road rehabilitation schemes along existing corridors on Landesstrassen and Bundesstrassen in Land Brandenburg and does not include development of future projects. The schemes are not expected to present a significant threat on the environment.
- The Ministry of Infrastructure and Spatial Development (MISD) ensures that the EIA process is applied in keeping with Council Directive 2011/92/EC on Environmental Impact Assessment (EIA) including whether each sub-project falls under Annex I or II of the Directive.

- Schemes on Landesstrassen are part of the “Landesstrassenbedarfsplan 2010” defining and assessing the long term road infrastructure needs. A Strategic Environmental Assessment (SEA) was deeply embedded in the procedure setting up the Landesstrassenbedarfsplan 2010 and consisted of a five-step approach: Definition of the assessment framework, definition of assessment criteria, development of demand scenarios, development of network development alternatives, presentation and justification of results. The guiding principle was a “strategy for a sustainable development of the human living environment”.
- Schemes on Bundesstrassen are covered by the Federal Transport Investment Plan from 2003. The plan was prepared before the compliance with the SEA Directive was introduced in 2004, and the schemes have therefore not been subject to an SEA.
- The State Environmental Authority under the Ministry of Spatial Development, Environment and Consumer Protection is the Competent Authority responsible for granting environmental permits for the respective projects.
- The Bank is satisfied with the approach of the Competent Authority to the planning permission process. However, the Bank’s services will as part of the allocation procedure receive and review documentation submitted by the Promoter for each scheme. Individual schemes might generate negative impacts on protected areas, and in this case the needed confirmation will be sought from the Competent Authority. If deemed necessary, independent checks will be made with the Promoter to help ensure that the negative impacts, if any, of the projects are adequately mitigated, and whether an EIA is required, including compliance with the EU legislation on nature conservation (Habitats and Birds Directive) Directives 92/43/EEC and 2009/147/EC.
- The Promoter is to provide (i) Environment Decisions from the Competent Authority (ii) Form A or B from the Competent Authority for Nature Conservation that the requirements of the Birds and Habitats Directives have been fulfilled (iii) EIA-decisions, reports and NTS for relevant schemes
- Traffic induction resulting from project implementation is not expected. Most measures foreseen contribute to a smoothing of traffic flows, and specific fuel consumption might drop slightly. Given the mix of sub-projects, a marginal reduction in overall CO2 emissions may be expected as a result of the project.
- The promoter will integrate safety considerations and safety audits in the planning and implementation of schemes.
- Facilities for bicycles and pedestrians will be integrated in the schemes as and when required, thus improving the conditions and safety for non-motorised means of transport.

Public Consultations and Social Aspects

- No social issues have been identified at this stage.
- The Promoter conducts public hearings as and when required.