

## Environmental and Social Data Sheet

### Overview

Project Name:	A6 WIESLOCH-RAUENBERG TO WEINSBERG PPP
Project Number:	2014-0566
Country:	Germany
Project Description:	Widening of a 25.5km section of the A6 motorway between junctions Wiesloch-Rauenberg and Weinsberg (South of Heidelberg, North of Stuttgart) and operation and maintenance of the overall section of 47.1km under a 30-year design, build, finance and operate contract (DBFO). The project includes the replacement of a 1.3 km long viaduct which crosses the Neckar Valley.
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 widening of the Federal motorway A6 in the project area to six lanes was identified as an urgent need in the 2003 Federal Transport Infrastructure Plan, adopted by the Federal Government on 2 July 2003, predating the application of SEA Directive (2001/92/EU) and thereby excluded from the scope of the Directive.

The proposed Project falls under the requirements of Annex II of the EIA Directive 2011/92/EU, and hence competent authorities decide on a case-by-case basis whether a full EIA has to be carried out or not, including public consultation (PC). In the present case the Project has been screened in and a full EIA has been required.

EIAs have been performed according to the updated German Law currently in force for the six sections along the Project route, three of which concern the sections to be widened in the context of the project. NTS documents are available. During the EIA process, all potentially affected Natura 2000 sites, habitats and species have been analysed including those habitats and species located beyond Natura 2000 sites. The assessment has been carried out in accordance with the Habitats Directive. Final EIA decisions have been received for plan approval decisions (Planfeststellungsbeschlüsse (PFB)) for all sections of the Project and the PFB are enforceable. PFB for the sections for widening and upgrading are the following:

PFA 2, East of AS Wiesloch/Rauenberg to West of AS Sinsheim from BAB km 594.711 to 605.500 (10.8 km). Plan approval decision of 09/04/2013. The approval decision is final and non-appealable.

PFA 5 AS Bad Rappenau to valley bridge Böllinger Bach from BAB km 624.000 to 631.640 (7.6 km). Plan approval decision of 25/07/2012. The approval decision is final and non-appealable.

<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.

PFA 6 Valley bridge Böllinger Bach to West of AK Weinsberg from BAB km 631.640 to 640.600 (8.9 km), including the Neckar Valley bridge. Plan approval decision of 30/12/1998 with an amendment on 19/06/2006. The approval decision is final and non-appealable. The plan approval procedure for the bridge to replace the structurally obsolete Neckar Valley bridge (km 633.9 to 635.2) was initiated on 11/04/2014.

Considering the nature of this project (widening without change of alignment) and according to the information received from the promoter and gathered during a site visit realised, the project's residual environmental and social impacts are deemed to be low. There are no NATURA 2000 sites located in the vicinity of the A6. Furthermore the increased efficiency of the widened A6 will help decrease in exhaust emissions by reducing congestion and to achieve a steady traffic flow and uniform driving speeds.

Impacts in construction are related to increased emissions (dust and noise) and vibrations, risk of water pollution and disturbance to natural habitats. Main impacts at operation stage will be connected to noise. Proposed mitigation measures include noise barriers, fencing of the motorway, provision of fauna underpasses re-forestation areas, and water protection measures. The promoter's capacity to manage the environmental and social issues of the project is deemed to be satisfactory. The tender requirements should result in the selection of a competent private concessionaire with appropriate capability and experience in environmental and social management for similar projects.

Overall, the project is acceptable for the Bank from an environmental and social point of view.

## **Environmental and Social Assessment**

### **Environmental Assessment**

EIAs have been undertaken for the 3 sections of the project in which construction works will be undertaken in the context of widening the overall corridor so potential cumulative effects have been assessed. The non-appealable authorisations, encompassing EIA and habitats assessment ("Planfeststellungsbeschluss") have been provided.

The project will have an impact on environment both during construction and operation. At construction stage, project impacts will be related to increased emissions (dust and noise) and vibrations, risk of water pollution and disturbance to natural habitats. Negative impacts during construction will be temporary and reversible. Main impacts at operation stage will be connected to noise. The project is expected to significantly reduce congestion. Proposed mitigation measures include noise barriers, fencing of the motorway, provision of fauna underpasses and re-forestation areas, water protection measures. These measures are considered satisfactory. Overall, residual environmental and social impacts of the project are expected to be low.

### **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 absolute (gross) emissions are 251,400 tonnes of CO<sub>2</sub> equivalent per year; and
- Forecast emissions decrease is 18,800 tonnes of CO<sub>2</sub> equivalent per year.

The project boundaries are:

- Existing network comprising the sections of motorway A6 between junctions Wiesloch-Rauenberg and Weinsberg to be upgraded from 2x2 to 2x3 lanes largely on existing alignment.
- In the "with project" case, the motorway sections between junctions Wiesloch-Rauenberg and Weinsberg that have been upgraded to 2x3 lanes.

The baseline is the forecast third party emissions, in the absence of the project, from the existing network only within the boundary defined above. The forecast for absolute emissions relates to the widened motorway. The forecasts reflect the 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.

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

Public consultation is embedded in the EIA process and other elements of the "Planfeststellungsverfahren" into which the permitting process is included. Public consultation was performed completed on all sections of the project.

**Other Environmental and Social Aspects**

Land acquisitions, required only at a small scale, will be carried out by the public authority according to German law. No major complaint was raised on these issues during public consultation.