

Luxembourg, 18 March 2016

Environmental and Social Data Sheet

Overview

Project Name: A44- MOTORWAY GABIAS-ALHENDIN (FL 20150080)
 Project Number: 20150375
 Country: Spain
 Project Description: The project concerns the 9.5 km southern section of the outer bypass of Granada. This new dual carriageway section is part of the A44 motorway (comprehensive TEN-T) and is a major allocation under the Framework Loan Fomento Road Renewal and Rehabilitation (no. 20150080)

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

Environmental Legislation

Spanish legislation has fully transposed the relevant EU Directives including the SEA Directive 2001/42/EC, EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 2009/147/EC. The latest amendment of the national act on EIA procedures (Law 21/2013) entered into force on 9th December 2013. SEA Directive has been transposed into the Spanish Law 9/2006, dated on 28th April 2006.

Environmental Procedure

The project was included in the national strategic plan for transport and housing PITVI (*Plan de Infraestructuras, Transporte y Vivienda 2012-2024*), which was subject to strategic environmental assessment in compliance with the EU SEA Directive 2001/142. The project is a class of development that falls under Annex I of EIA Directive 2011/92/EU, as amended, requiring a full EIA procedure. The entire outer bypass of the city, including the project, was subject to one main procedure resulting in a positive Environmental Decision (*Declaración de Impacto Ambiental*, DIA) in June 2003. Since construction works along the corridor were suspended for a number of years, the Promoter requested a decision by the Competent Environmental Authority on the validity of the DIA. Such request received positive confirmation from the Ministry of Environment (*Ministerio de Agricultura, Alimentación y Medio Ambiente*, MAGRAMA) in December 2012. In accordance with the provisions of the DIA, specific supplemental environmental assessments have been carried out in 2014 at the detailed design stage.

Environmental Impact

The project concerns the construction of the southern section of the outer bypass of Granada along the A44 corridor and consists of a 9.5 km long 2x2 motorway on new alignment.

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.

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Expected negative impacts from construction include those typically associated with new road construction, namely: conversion and permanent loss of predominantly agricultural land and non-arable gypsum soil, impacts on flora and fauna, surface water and groundwater, and construction related air, vibration and noise pollution.

The project will capture long distance traffic from the existing inner bypass of the city, which is facing congestion. Such traffic shift will result in a reduction of related air pollution, carbon emissions and noise, although there will be an increase along the new outer bypass. Other impacts during operation include severance for communities living adjacent to the new motorway, possible contamination of soil and ground water from traffic related oil, petroleum and wearing materials from vehicles, alteration of the natural drainage patterns and changes in groundwater table.

Environmental requirements have been mainstreamed in the selection of the most suitable alignment. Mitigation measures include vegetation planting, drainage and runoff water treatment systems, restrictions to the location of works facilities, construction of some 2km of noise barriers and erosion control measures, amongst others.

Biodiversity Issues

There are two Natura 2000 areas in the vicinity of the project (*La Malá*, Habitats Directive site, code no. ES 6140012, and *Sierra Nevada*, Habitats and Birds Directive site code no. 6140004). The Competent Authority issued in 2012 confirmation that the project has no significant impact on Natura 2000 sites and therefore an appropriate assessment according to Article 6 of the Habitats Directive was not necessary.

The EIA identified thermo-Mediterranean and pre-steppe brush habitats harbouring Iberian gypsum vegetation (Annexe I of the Directive) in the area of influence of the project. The DIA provided for a number of specific mitigation measures, including the need to construct viaducts where the alignment intersects such habitats, avoidance of construction tracks and facilities in their vicinity as well as restrictions to the earthworks during the period August – February.

Climate Change

The project does not include any climate change mitigation or adaption measures over and above that required to comply with existing technical standards in Spain.

Social Assessment, where applicable

Around 164 plots of land will need to be expropriated because of the project, including two local businesses being affected nearby the junction between the existing A-44 motorway and the new bypass. Appropriate compensation is envisaged in accordance with applicable national laws and regulations, which are in line with the relevant Bank standards. Land acquisition was underway at the time of appraisal of the project.

Public Consultation and Stakeholder Engagement

Both the PITVI and the associated environmental impact study were subject to public consultation in 2014. The EIA of the whole corridor has also been subject to public consultation in March 2002, prior to the environmental consent granted in June 2003. Additionally, both the feasibility studies and the detailed design of the project were subject to public consultation in different stages.

Other Environmental and Social Aspects

The DIA provides for environmental mitigating measures for both construction and operation. A comprehensive environmental monitoring plan for project implementation and operation is envisaged. No other environmental monitoring is specified for the project.

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Conclusions and Recommendations

Written confirmation from the Competent Authority that the provisions of the Habitats Directive 92/43/EEC have been complied with (Form A) has been made available to the Bank at appraisal.

The project is satisfactory to the Bank in environmental and social terms.