

Environmental and Social Data Sheet

Overview

Project Name:	FOMENTO ROAD SAFETY and REHABILITATION
Project Number:	20120223
Country:	Spain
Project Description:	The Project is a road multi-scheme operation aiming at improving road safety, traffic conditions and environment. The project includes construction of bypasses, access roads, rehabilitation, upgrading and widening of sections along national roads in Spain.
EIA required:	Yes (for 13 schemes)

Project included in Carbon Footprint Exercise: YES

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

The Project is included in the Infrastructure and Transport Strategic Plan PEIT 2005-2020 (Plan Estratégico de Infraestructuras y Transportes), for which a Strategic Environmental Assessment (SEA) was concluded in February 2005, in compliance with EU SEA Directive 2001/42.

The Project includes nineteen schemes referred to rehabilitation works (1), widening and upgrading works (7), new by-passes (9) and access roads to ports (2). One scheme refers to upgrading of safety installations exclusively inside a tunnel and hence outside scope of EIA EU Directive 2011/92/EU. Seven new bypasses and two access roads fall into Annex I of EIA Directive and therefore nine schemes require a full EIA. The remaining nine schemes fall into Annex II of the mentioned EIA Directive and hence competent authorities decide on a case-by-case basis whether a full EIA, including public consultation has to be carried out or not.

For the nine schemes falling under Annex II and requiring environmental screening, i) four refer to widening works, have the "screening in" decision and therefore EIA is required, ii) two refer to bypasses and have been "screen out" of the EIA process and iii) for the three remaining schemes referring to rehabilitation and upgrading works, screening decisions are awaited and required disbursement condition against them.

EISs (Environmental Impact Statements - DIA in the Spanish acronym) related to schemes within Annex I and Annex II screened in have been provided to the Bank. However, the national EIA law lays down the requirements of complementary environmental information for those schemes whose DIA (Environmental Impact Statements - DIA in the Spanish acronym) is out of date and specifically those whose construction works have started 5 years after the DIA approval date. The Promoter shall submit reconfirmation of validity on Environmental Decisions, issued by the Competent Authority on Environment, related to schemes coded as: i) 43-GR-3720 and 43-BU-3940 falling under Annex I of EIA Directive 2011/92/EU and ii) 48-A-2550ACT and 49-CO-3720 with screening out decision according to Annex II of mentioned Directive. This is also considered as disbursement condition against these four schemes.

Potential impact in Natura 2000 areas has been reported only for three schemes (31-CC-506, 23-CS-5670 and 17-V-5400) and in others such assessment is pending, except for the tunnel related scheme (52-PO-30101) where is not required. The Promoter shall provide evidence of compliance with the Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC), through the appropriate certificates (Form A/B or equivalent) issued by the competent authority. Disbursement against the following schemes is conditioned to the presentation of the required Form A/B (or equivalent): 43-TO-3680, 14-SE-4710, 19-V-6050, 20-BU-3810, 23-BU-3790, 47-V-5700, 41-V-4470, 32-BU-3720, 48-SE-4540, 43-GR-3720, 43-BU-3940, 12-BU-4040, 47-LC-7050, 48-A-2550ACT and 49-CO-3720.

The institutional capacity of the Promoter to manage the environmental issues in the Project is deemed satisfactory and therefore, subject to the conditions described above, the Project is acceptable for the Bank in Environmental terms.

Environmental and Social Assessment

Environmental Assessment: competent authorities for EIA and Natura 2000

The Ministry of Environment called “Ministerio de Agricultura, Alimentación y Medioambiente” is the competent authority for EIA in Spain. However, Nature Conservation Directorates in each region are the competent authorities for nature conservation, including Natura 2000 sites.

Environmental Assessment: applicable legislation

As a Member State, Spain is required to follow the relevant EU legislation in relation to the environmental impact of projects (namely, EIA, SEA, Habitat/Natura 2000 and Birds Directives). The Spanish EIA law, which is fully compliant with EU Directives, entered into force in January 2008.

National EIA legislation: “Ley 6/2010, de 24 de marzo, de modificación del texto refundido de la Ley de Evaluación de Impacto Ambiental de proyectos, aprobado por el Real Decreto Legislativo 1/2008, de 11 de enero”. Royal Decree 1/2008, as amended by law 6/2010 (transposing Directive 97/11/EC).

Environmental Assessment: process

The Project includes a total of nineteen schemes, nine follow under Annex I of the EIA EU Directive 2011/92/EU, nine under Annex II and one scheme which refers to upgrading of safety installations exclusively inside a tunnel and hence outside scope of EIA Directive. Thirteen EISs related to schemes within Annex I and Annex II screened in have been provided to the Bank however four of them have to be updated. For the rest of the schemes, two refer to bypasses and have been “screen out” of the EIA process and, for the three remaining schemes (coded as 14-SE-4710, 19-V-6050, 32-BU-3720), screening decisions are awaited.

According to the Spanish EIA law, an EIS (DIA) needs updating, when there are less than five years between the date of the start of works and the issuing of the Environmental Declaration. Within the 13 schemes with EISs, the promoter has to ask for the reconfirmation of validity of four schemes whose date of start of works does not comply with the mentioned condition. The validation of the EIS should be issued by the Environmental competent EIA Authority and should include substantial changes in the environment, if existing. If there is no formal response within 60 days of the official request, the EIS can be considered as validated.

Concerning Natura 2000 sites, it should be noted that scheme 31-CC-506 crosses the protected area “Sierra de Gredos and Valle del Jerte”. In this case, on February 2009 the Competent Authority (Dirección General del Medio Natural de la Junta de Extremadura) stated that, under mitigated conditions, the scheme will not have any significant impact in the Natura 2000 area. Furthermore, scheme 32-BU-3720, for which the screening decision is pending, crosses Montes Obarenses, Birds and Habitats Directives Site and Montes de Miranda de Ebro y Ameyugo Special Protection Area. According to the information received, another 7 schemes are in the vicinity of Natura 2000 sites and Forms A/B/equiv issued by the Regional Competent Authorities have been requested.

Environmental Assessment: impacts and mitigating measures

At construction stage, the Project should increase noise and vibration levels, and should have a negative impact on groundwater, habitat connectivity and air quality. Special mitigation measures are being considered in order to minimize impacts and, in most cases, improve original conditions of existing roads such as drainage systems, protection of existing aquifers, management of earthworks, waste, and landfills, reparation of the vegetation damaged with local species and wildlife protection with underpasses or rehabilitation of existing structures. The Project’s impact at construction stage will be short-lived and reversible, thus is deemed acceptable.

At operation stage, major impacts will be connected to noise and emissions from motor vehicle traffic. Special mitigation measures have been proposed according to legal emission thresholds which include the construction of noise barriers or fences where needed. Severance will be solved with animal underpasses, reparation of affected cattle paths and agricultural roads. In some cases, scope

of works includes external upgrading measures as rehabilitation of natural paths, protection of archaeology and cultural heritage and use of the roads as firewalls.

The above-mentioned measures are considered sufficient.

Overall, the Project is expected to generate environmental benefits during operations. These include noise and pollutant reduction in towns, especially related to bypasses and new access roads and reduction of traffic congestion mainly linked to widening and upgrading works. Furthermore, Road Safety is expected to improve, contributing to upgrade the national network to current safety standards. On the top of that, two schemes include cycle tracks which contribute to sustainable mobility. The Project is also expected to improve the social conditions of the population affected.

According to the information received from the Promoter, the Project's overall residual impacts are in line with other Projects of similar characteristics.

Environmental Assessment: Public consultation and disclosure

During Public Consultation, complains and remarks received (both from public and private stakeholders) were incorporated in the corresponding EIAs and resulted in a number of guidelines. In cases where, as a result of the public consultation, the Project parameters have been substantially modified (e.g. 23-CS-5670), a second public consultation process had been completed.

EIB Carbon Footprint Exercise

CO2 estimates have been calculated 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 382,000 tonnes of CO2 equivalent per year.
- Forecast emissions savings are 29,000 tonnes of CO2 equivalent per year.
- The project boundaries are:
 - For widening, rehabilitation and improvement of existing roads: the total length of each one of the schemes.
 - For new roads i.e. new by-passes and accesses: the total length of the new infrastructure and the alternative roads.
- 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.

Social Assessment

There are no resettlements included in the Project and no major complains regarding land acquisitions were raised during the public consultation phase. According to the information gathered during the mission, the probability of raising any protest or making any complaint about the investment by non-governmental institutions (e.g. ecological, the protection of cultural heritage, protection of consumer rights etc.) shall be considered as minor.

According to the information provided by the promoter, 100% of the land affected by the project has been provided to the contractors. Some 74% of the total land acquisition estimated cost has been already allocated and compensation measures are being carried out according to the Spanish relevant law (Ley de Expropiación Forzosa de 16 de diciembre de 1954). Compensating processes are expected to finish before the end of the project in 2015 although the promoter is aiming at finishing before end 2013.

Annex	Code	Name	Typology	EIA status	Comments
Environmentally sensitive scheme (ANNEX II)	31-CC-506	Navaconcejo - Tornavacas [2002/3573]	Upgrading and Widening	Screened in 21/12/2009	Crosses: ES4320038 SCI Sierra de Grados y Valle del Jerte. The General Directorate of the Environment and Forestry Policy certifies the project will not have significant impact on areas of the Natura 2000 network. Measures on embankments with slopes and vegetation that allow stability and minimize erosion.
ANNEX I	43-TO-3680	Variante Suroeste de Talavera de la Reina [2006/0837]	Bypass	23/05/2005	Close to ES4250003 SCI Barrancas de Talavera. Cultural heritage areas (Roman villa of Saucedo, Santa Calalina's bridge). Cattle paths affected. Firewalls and special measures during construction.
	23-BU-3790	Variante de Santa María de Ribarredonda [2002/3579]	Bypass	28/03/2007	Close to: ES4120030 Montes Obarenses, Birds and Habitats Directives Site (C); diversion of Rosales River and archaeological site called Onzarán. Currently the road bisects the town of Santa María de Ribarredonda. New channel network.
	41-V-4470	Acceso Sur al Puerto de Gandía [2005/0592]	Access	25/01/2011	Close to: ES0000451 Montdúver-Marjal de la Safor SPA; ES5233015 Serres del Montdúver I Marxuquera. The project includes a landscape integration of protected landscape areas adjacent to Serpi's river.
	48-SE-4540	Autovía SE-40.Tramo: Enlace SE-648 (Almensilla)-Enlace A-49 (Huelva) [2005/0564]	Bypass	29/06/2001	Channeled rivers in the study area: Guadalquivir, Guadaira, and Riopudio. Presence of birds associated with wetlands. Special measures to protect aquifer associated with Guadalquivir meadow.
	43-GR-3720	Albolote (Enlace con la A-92) - Santa Fe (Enlace con la A-329) [1998/4435]	Bypass	21/05/2003 Updated EIS awaited	Sensitive areas: sections running through the Vega of Granada, plateau of Malahá, Montevives area and the Cerro del Garba. Preventive and corrective measures including noise control, protection of existing vegetation, wildlife, and landscape.
	43-BU-3940	Villalbilla de Burgos - Quintanadueñas [2007/4219]	Bypass	24/09/2003 Updated EIS awaited	Population of roe deer in the pine forests at the east of Villatoro. Occupation of Ubierna river valley. 820 m of noise barriers, protection of wildlife, vegetation, soil, cultural resources and territorial permeability.
	12-BU-4040	Variante de Aranda de Duero [2001/0918]	Bypass	06/02/2004	Alteration of accessibility and landscape mainly because of the embankments. Protection of archaeological sites, revegetation work to reduce erosion, restitution of agricultural land, restoration of temporarily affected areas.
	47-LC-7050	Acceso al puerto exterior de La Coruña [2009/1172]	Access	26/08/2008	Embankments up to 30 m could affect the places removed. Special measures to protect cultural heritage (petroglifo del Monte da Canle, horreos).
	23-CS-5670	Variante de Benicarló - Vinaroz [2005/3544]	Bypass	06/04/2006	Next to the project area is located the ES 5223036 Sierra de Irta SCI and ES 5222002 The Marsh of Peñíscola SCI. Cattle paths replaced at the end of the works. Screens and revegetation with local species.
ANNEX II	14-SE-4710	3er carril. Enlace de Bormujos - Enlace de Sanlúcar de Benacazón [2006/4214]	Upgrading and Widening	Awaited	Environmental information awaited
	19-V-6050	Enlace N-332 con la AP-7 en Almussafes [SEITSA 0077]	Upgrading	Awaited	Close to ES0000471 ZEPA L'Albufera SPA and ES0000023 L'Albufera SCI.
	20-BU-3810	Variante de Monasterio de Rodill - Cubo de Bureba [2002/3582]	Bypass	31/10/2006 Screened out	Close to ES4120030 Montes Obarenses C and ES0000187 Montes de Miranda de Ebro y Ameyugo SPA. Protection measures oriented to keep the fauna in Oca river.
	47-V-5700	Puzol - Carraixet [2004/0259]	Upgrading and Widening	Screened in 06/06/2007	Close to ES0000470 ZEPA Marjal dels Moros SPA y SCI. Special measures to protect archaeological heritage and fire hazard prevention measures.
	32-BU-3720	REHABILITACION DE FIRME:BURGOS-MIRANDA DE EBRO [1986/0955]	Pavement rehabilitation	Awaited	Crosses ES4120030 Montes Obarenses C and ES0000187 Montes de Miranda de Ebro y Ameyugo SPA.
	48-A-2550ACT	Circunvalación Sur de Elche [2005/4194]	Bypass	Screened out 18/04/1996 Updated EIS awaited	The environmental study included measures as air, water and noise protection, vegetation and soil retrieve and land integration. Protection to local palms "Phoenix Dactilifosa" included in "Palmeral de Elche".
	17-V-5400	Buñol - Valencia [2003/4124]	Upgrading and Widening	Screened in 07/10/2008	Close to ES0000212 Sierra de Martés-Muela de Cortés SPA and ES5233044 Sierra de Malacara C. Specific measures in the areas where periodic flooding risk exist. Aquifers protection.
	49-CO-3720	Acondicionamiento de un enlace y variante de trazado entre los PP.KK. 404 y 408 de la Autovía del Sur A-4 [2007/0520]	Upgrading	Screened in 20/10/1996 Updated EIS awaited	Protection of embankments; revegetation of slopes and embankments; restrict full movement of machinery to prevent soil compaction, prevent spillage of products from excavation, contaminants. Archaeological surveys, local roads reparations.
Outside Scope EIA Directive	52-PO-30101	CONTROL INTEGRAL DE TÚNELES. EQUIPAMIENTO DE LOS TÚNELES DEL FOLGOSO EN A-52 TRAMO: A CAÑIZA [1986/0975]	Upgrading	Not compulsory	Includes just road safety installations in the interior of the tunnel.