

Environmental and Social Data Sheet

Overview

Project Name:	AUTOBAHN A-7 PPP TEN
Project Number:	2012-0052
Country:	Germany
Project Description:	<i>The Project concerns the widening and upgrading of a section of approx. 65 km of the A7 motorway, part of the TEN-T network, between motorway Y-junction Bordesholm and some point south of motorway Y-junction Hamburg from four (2x2) to generally six lanes (2x3 lanes, with a 500m section built to 2x4 lanes).</i>
EIA required:	YES
Project included in Carbon Footprint Exercise ¹ :	YES

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

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

The widening of the motorway A-7 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 is required.

The EIAs have been performed according to the updated German Law for the eight sections in which the Project is divided and NTS documents (8) are available. During the EIA procedure, all potentially affected Natura 200 sites, habitats and species have been analyzed, including habitats and species placed beyond Natura 2000 sites. The procedure is carried out in accordance with the Habitats Directive. Final EIA decision is pending for plan approval decisions (Planfeststellungsbeschlüsse (PFB)) for all sections of the Project:

- Sections in SH (Schleswing-Holstein)
 1. Bordesholm (A215) to Neumünster Nord
 2. Neumünster Nord junction to Großenaspe junction,
 3. Großenaspe junction to Bad Bramstedt junction,
 4. Bad Bramstedt junction to Kaltenkirchen junction,
 5. Kaltenkirchen junction to Quickborn junction, and
 6. Quickborn junction to Landesgrenze
- Sections in HH (Freie und Hansestadt Hamburg)
 7. Landesgrenze to HH-Nordwest (A23)
 8. HH-Nordwest (A23) to Betr. Km 149+330

There is one NATURA 2000 site (Osterau valley) located in the vicinity of the A7. The FFH (Fauna, Flora and Habitats) compatibility study concluded that the Project will not have significant negative effect on protected sites or species.

According to the information received from the promoter and the site visit realized, the Project's overall residual impacts are not high considering the type and size of project;

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.

furthermore the increased efficiency of the A7 will help to minimise any increase in exhaust emissions from the higher traffic load by reducing congestion and traffic jams and to achieve a steady traffic flow and uniform driving speeds. The institutional capacity of the Promoter to manage the environmental issues in the programme is deemed satisfactory.

Considering the above, the Project is acceptable for the Bank in environmental terms subject to the certification of the compliance with the EIA Directive (2011/92/EU), Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC), through the appropriate EIA decision and opinion (Form A/B or equivalent) issued by the Competent Authorities before signature,

Environmental and Social Assessment

Environmental Assessment

EIAs have been undertaken for the eight described individual planning sections of the Project in the context of the widening of the overall corridor and therefore potential cumulative effects are adequately addressed. The authorisation procedure ("Planfeststellung") irrevocable approvals are expected to be issued later in 2012 and during 2013, before the commencement of the Concession. EIA decision of the Project is still awaited however it will have to be provided before signature.

The A-7, between motorway Y-junction Bordesholm and some point south of motorway Y-junction Hamburg, goes through a sparsely populated region. Population density is highest within city of Hamburg (km 144+026 to km 149+330) requiring extensive noise protection measures; land use is mainly agriculture (corn and forage grasses) and green lands. The widening of the A-7 will often be carried out within the present highway boundary, thereby reducing effects in third parties.

The Project will have an impact in the environment both during construction and operation.

At construction stage, the Project will increase noise and vibration levels, and will impact groundwater, habitat connectivity and air quality. During construction special mitigation measures will be considered in order to minimize impacts with special attention to the expansion of the bridge structures to provide protection for waters to conserve habitat connectivity features. The Project's impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable

At operation stage the major impacts will be connected to noise and pollutant emissions from motor vehicle traffic. Special mitigation measures have been proposed in draft PFB documents in order to reduce that influence according to legal threshold including the construction of some 100,000 m² of noise barriers, the construction of the Schnelsen noise protection tunnel (length approx. 550m), open-pore asphalt (OPA) in three sections with an overall length of approx. 10 km, re-a forestation areas, fencing of the road, animal underpasses and de-sealing of agricultural roads. Moreover the top of the Schnelsen noise protection tunnel will be used for urban regeneration purposes since is located in a residential area in HH (section 7 of the Project).

The above-mentioned measures are considered sufficient.

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 594,000 tonnes of CO₂ equivalent per year; and
 - Forecast emissions savings are 3,500 tonnes of CO₂ equivalent per year.

- The Project boundary is equivalent to the widening of the A7 motorway between Bordesholm (A215) and A7 km 149+330 near HH-Nordwest. This appears justified as there is very limited traffic substitution between the A7 and other roads, and no traffic induction effects are expected.
- 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.

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 concentrated. The Bank has evidence that the PC is finalised for the two sections of the A-7 located in HH. In the six sections located in SH the PC is still on going. In cases where as result of the public consultation the Project parameters have been substantially modified ("Planänderung"), the updated proposals are subject to another round of PC for the section concerned.

According to the information gathered during the mission and provided by the promoter, 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.

Other environmental and Social Aspects

There are no resettlements included in the Project and up to dated, no major complains regarding land acquisitions were raised during the public consultation phase.