

Environmental and Social Data Sheet

Overview

Project Name: 2015-0842

Project Number: Hafeninfrastruktur Hamburg TEN

Country: Germany

Project Description: The project consists of an investment programme aimed at improving the quality, safety, efficiency and capacity of operations in the port of Hamburg in Germany. The project includes the construction of a new double-track railway lift bridge ("New Kattwyk Railway Bridge"), the construction of a new engine service plant, renovation works across the existing railway network inside the port and the acquisition of a firefighting vessel.

EIA required: Multi project loan, EIA requirements will vary.

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

The project consists of several subcomponents:

- The construction of a double-track railway lift bridge in the port area next to the existing Kattwyk bridge with an overall length of 287 meters, of which the moving element is 133 meters.
- The construction of an engine service plant for railway engines including tanking facilities, office and personnel facilities. The plant will be located in the west of the harbour area with immediate access to the railway network.
- Construction of renewals and upgrades of existing port railway infrastructures including tracks, switches, overhead wires, transformers and signalling.
- The acquisition of a new build firefighting vessel

The entire Project will be implemented inside the port boundaries

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.

Luxembourg, 17.03.2017

Environmental Assessment

The Promoter is Hamburg Port Authority which is an independent legal entity under the City of Hamburg. The competent authority for environmental impact assessments is the City of Hamburg.

As the project components do not result from a plan or programme that is considered to have significant impacts on the environment, a Strategic Environmental Assessment ("SEA") in accordance with the SEA Directive 2001/42/EC was not carried out.

The project is subject to the requirements of EU EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 79/409/EEC. Germany has transposed these regulations into national law by means of its Law on the Assessment of Environmental Impacts. (Gesetz über die Umweltverträglichkeitsprüfung – UVP) and the Law on the Protection of Nature and landscape (Gesetz über Naturschutz und Landschaftspflege).

EIA requirements for the different project components vary. The largest component, the new railway bridge, is subject to the requirements of EU EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 79/409/EEC. A complete EIA was undertaken. Following a screening exercise, the Promoter concluded that the "New Kattwyk Railway Bridge" sub-project will not have significant effects on any Natura 2000 sites and hence an appropriate assessment in line with Art 6(3) of the Habitats Directive 92/43/EEC was not deemed necessary.

The statements and reports for environmental impact assessments for the new railway bridge were prepared by the Promoter and its advisors in September 2011 and supplemented during 2012. The building permits were given in February 2013 under a number of terms and conditions in terms of compensation and restrictions under construction. The main conditions were restrictions during the construction period on the number of consecutive days for ramming piles and certain periods of year with no major construction works due to protection of bird life. Clearing of additional land was also subject to compensation requiring planting of new trees at a designated location.

Other components will be screened in line with the EIA directive (2011/92/EU) and EIA requirements will be assessed on a case by case together with an assessment of potential significant negative impacts on areas included in the Natura 2000 network and protected species (according to the Habitats Directive 92/43/EEC and the Birds Directive 2009/147/EC).

For the railway, all works are minor replacements and renewals and will all be inside the existing boundaries of the railway network. All works are screened out from EIA, and with no conditions on mitigation and permits.

Not all screening out decisions have been received yet by the Bank, as some project components are still to complete the administrative process. The Finance Contract will include conditions and undertakings to provide evidence that the relevant environmental approval process has been completed and evidence that the scheme complies with the requirements of the Habitats Directive concerning the potential impacts on nature conservation sites.

Climate impacts

The Project is considered to contribute to the Bank's transversal objective on Climate Action. More specifically, the Project will reduce greenhouse gas emissions by promoting a modal shift from road to rail and sea transport. Hence, it is considered to contribute to the climate change mitigation objective.

Luxembourg, 17.03.2017

Biodiversity issues

The entire Project is implemented inside the port boundaries. The project is not located in a designated Natura 2000 area. Direct project impacts within protected areas are thus excluded. However, over the river system of the river Elbe the project area is connected with those water sections of the Elbe, which are designated as FFH area. Therefore an assessment was executed to examine whether any effects on species protected under the German Nature protection law were to be expected. After an evaluation of the effects of the project, impacts on the species under consideration could be excluded. The construction of the project does not lead to morphological changes in the southern Elbe which could influence the quality of the migratory routes of the fish and circular mules concerned. The project also does not affect the diaspora exchange of the populations between the protected areas above and below the area of the project.

As a result, the project is not likely to affect the abovementioned protected areas. The project does not lead to a break in the continuity in the system. Significant disadvantages can therefore be excluded for the fish and round mules as well as on protected flora. The project does not jeopardize the restoration or conservation of the species and habitat types.

Social Assessment

The project has not caused any resettlements, voluntary or involuntary since the location of the project is inside the industrial area of the port.

Labour standards, as well as Occupational and Community Health and Safety will follow relevant national legislation.

Public Consultation and Stakeholder Engagement

The promoter has followed procedures for public consultations as requested by the competent authority, and has included the outcome of this in the project planning.

Conclusions and Recommendations

Subject to the conditions being met, the project is acceptable for EIB financing.