

## Environmental and Social Data Sheet

### Overview

Project Name: *AUTOBAHN A3 BIEBELRIED - FURTH*  
Project Number: *20160877*  
Country: *Germany*  
Project Description: *Design (partly), Construction (partly), Financing, Operation and Maintenance of the A3 motorway section between the intersection Biebelried ("AK Biebelried") and the intersection Fürth/Erlangen ("AK Fürth/Erlangen") in the German State Bavaria with a total length of 76.3 km. The project is to be procured through an availability-based PPP model for a period of 30 years including construction.*

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")

### Environmental and Social Assessment

#### Environmental Assessment

The project concerns the widening to 2x3 lanes of a 76.3 km long A3 motorway section in the State of Bavaria, between the intersections of Biebelried and Fürth/Erlangen. The need for the project was identified in the Federal Transport Investment Plan (Bundesverkehrswegeplan) of 2003, predating the application of the SEA Directive 2001/92/EU and therefore not subject to it.

The proposed project scope falls under Annex II of the EIA Directive 2011/92/EU, thus requiring a decision by the competent authority to determine whether a full EIA has to be carried out. In the present case, the project has been screened in and a full EIA with public consultation has taken place.

EIAs have been performed according to the updated German Law currently in force for the sections along the project alignment. NTS documents are available. Plan approval (Planfeststellungsbeschluss) has been obtained for 10 out of the 11 sections of the project. The final decision on pending section PA 03 should be obtained in 2017. The Bank has received plan approval for PA-08 and PA-03 but is pending for the other sections. This irrevocable approval will be required prior to signature of the contract.

<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.

Luxembourg, 18<sup>th</sup> July 2017

There are a number of Natura 2000 sites in the vicinity of the project, including the following: Grafenrheinfeld und Kitzingen (DE 6127371), Schweinfurt und Dettelbach (DE 6027471), Südliches Steigerwaldvorland (DE 6227471), Aischgrund DE6331471) and Teiche und Feuchthflächen im Aischgrund (DE 6331371). A declaration from the competent authority on the assessment carried out under Article 6 of the Habitats Directive (92/43/EEC) will be required prior to contract signature.

Considering the nature of this project (widening without change of alignment), residual negative impacts are deemed to be low. This is confirmed by the information made available by the promoter and the findings of the site visit for the evaluation of the project

Environmental impacts during construction and operation include, among others: vegetation loss; perturbation to wildlife; temporary modification of water bodies; fugitive dust and other emissions; increased noise levels from heavy equipment and traffic; construction site waste generation and potential hazardous materials and minor oil spills.

Main impacts at operation stage will be connected to noise and increased severance. The project is expected to reduce congestion. Proposed mitigation measures include noise barriers, fencing of the motorway, animal underpasses and re-forestation areas. The residual impact after mitigation is expected to be limited.

### **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 507,000 tonnes of CO<sub>2</sub> equivalent per year; and
- Forecast emissions increase is 26,000 tonnes of CO<sub>2</sub> equivalent per year.

The project boundaries are:

- Existing network comprising the sections of motorway A3 from junction Biebelried to junction Fürth/Erlangen.
- In the “with project” case, the motorway sections between the junctions above that have been upgraded and widened 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**

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

Luxembourg, 18<sup>th</sup> July 2017

## **Other Environmental and Social Aspects**

The necessary land acquisitions will be carried out by the public authority according to German law.

## **Conclusions and Recommendations**

The institutional capacity of the promoter to manage the environmental issues of the project is deemed satisfactory.

The following E&S conditions are to be met prior to contract signature:

- A declaration from the competent authority on the assessment carried out under Article 6 of the Habitats Directive (92/43/EEC).
- Irrevocable plan approval for all project components.

Subject to the above-mentioned conditions, the project is acceptable for the Bank from an environmental and social point of view.