

## Environmental and Social Data Sheet

### Overview

Project Name:	CASABLANCA - TRAVAUX AUTOROUTIERS
Project Number:	20180070
Country:	Morocco
Project Description:	Widening of the Casablanca-Berrechid motorway (25.8 km) and the Casablanca motorway bypass between the Mohammedia and the Lissasfa interchanges (31.7 km), from 2x2 lanes to 2x3 lanes.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes

### Environmental and Social Assessment

#### Environmental Assessment

- Both project components are located in the region of Greater Casablanca and are part of the Casablanca-Agadir section of the Trans-Maghreb Highway Tripoli-Nouakchott that connects Libya to Mauritania via Tunisia, Algeria and Morocco. Within Morocco, the Trans-Maghreb connects the Algerian border to Agadir through Rabat, Oujda, Fes, the Casablanca bypass, Settat, and Marrakesh.
- If located within EU, the project would require a SEA, as it is part of a programme, as defined in the SEA Directive. The project investments would fall under Annex II of EIA Directive 2011/92/EU amended by Directive 2014/52/EU and the competent authority would decide whether a full EIA is required. Due its size, the competent authority for the project is the National Committee for the Environmental Impact Assessment Studies ("Comité national des études d'impact sur l'environnement"). The project was subject to a full EIA and two individual environmental impact assessments have been prepared for each of the project components. Consultation on the assessment was undertaken.
- The Promoter is currently awaiting the relevant environmental permits ("Décision d'acceptabilité environnemental") from the competent authority. The Promoter shall submit to the Bank the final version of the ESIA and the copies of environmental consents prior to the disbursement of Bank's funds.

<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.

#### Impacts during construction and operation

- The project involves two investments predominantly performed within existing rights of way, through both urban and rural areas.
- During the feasibility studies stage, several widening options were examined to determine the alignments that would minimise environmental and social impact.
- Potential negative environmental impacts are likely to be minor and temporary both during construction and during operation.
- The mitigation measures to be undertaken as part of the project are expected to minimize residual impact.

#### Nature conservation sites and biodiversity

- The Moroccan legislation includes in “Zones sensibles” the following sites: wetlands, protected areas and sites of ecologic interest, as well as areas of river basins and aquifers, water reservoirs and cultural, archaeological and architectural heritage sites.
- The project does not cross or is in the vicinity of any of these areas and therefore not expected to have negative impacts.
- No impacts on biodiversity are foreseen.

#### **EIB Carbon Footprint Exercise**

The project is included under the EIB Carbon Foot Print Exercise as follows:

- The limits of the project are: Baseline (the two existing 2x2 lanes motorways Casablanca bypass and Casablanca-Berrechid) and the “With project” situation (the two existing 2x2 lanes motorways to each one third lane is added to both directions).
- Estimated annual emissions of the “with project” situation in a standard year of operation are 210,000 tonnes of CO<sub>2</sub> for the two components. These emissions are within the range of expectable values for an operation of a 2x3 lanes motorway with heavy traffic and account for a very small annual increase of 2% (4,000 tonnes of CO<sub>2</sub> on average per year) in comparison with the baseline.
- 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**

- The main positive social impact expected from the project is the creation of temporary and permanent employment.
- Potential negative social impacts are likely to be minor and related to the minor increase in emissions and expropriation.
- The safety improvements will mitigate the negative effects of the increase in traffic volumes and speed.
- Only the Casablanca-Berrechid component is expected to require expropriation and the number of affected properties (agricultural land only) is expected to be minimal.
- In general, the legislative framework for expropriation in Morocco is broadly compatible with EIB policies, with the exception of arrangements regarding informal

Luxembourg, CA meeting of 22 June 2018  
settlements. As there should be no settlement of this type in any of the areas of the two project components, this gap is not expected to have a negative impact on the project compliance.

- The compensation mechanism of the affected properties is in line with the EIB Standards subject to the Promoter providing the Bank with evidence of the availability of a grievance mechanism.

### **Public Consultation and Stakeholder Engagement**

- The procedure to obtain the pronouncement of the environmental acceptability of the Project by the competent authority provides that the Environmental and Social Impact Assessment and the Monitoring and Environmental Monitoring Plan are first submitted to a public inquiry.
- Public consultations were carried out under the EIA processes. No issues were raised during the process.

### **Conclusions and Recommendations**

The Promoter shall submit to the Bank before the disbursement under the loan:

- Final versions of the ESIA (“Étude d’impact sur l’environnement”) and Non-Technical Summary (“Notice d’impact sur l’environnement”) to the satisfaction of the Bank and copy of the environmental and social consents or approvals (“Décision d’acceptabilité environnementale”), for each of the two project components – the Casablanca bypass and the Casablanca-Berrechid motorway;
- Satisfactory evidence of the availability of a grievance mechanism for all categories of affected persons, with particular attention paid to the needs of the vulnerable.

Under these conditions and subject to the additional documents to be provided by the Promoter, the project is considered acceptable in relation to the Bank's environmental and social aspects.

PJ/SQM/ECSO