

## **Environmental and Social Data Sheet**

### **Overview**

Project Name: AUTOBAHN A49 FRITZLAR-OHMTAL DREIECK (PPP)  
Project Number: 2018-0385  
Country: Germany  
Project Description: Design, Construction, Financing, Operation and Maintenance of the A49 motorway section between the junction Schwalmstadt and the junction Ohmtal-Dreieck in the German State of Hessen with a length of 31 km. The project is to be procured through an availability-based PPP model under the German V-Modell (A-Modell) scheme 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 consists of building a greenfield 2x2 A49 motorway of 31km in Germany between junctions AS Schwalmstadt and Ohmtal-Dreieck linking the A49 to the A5.

The need for the project is identified in the Federal Transport Investment Plan 2030 (Bundesverkehrswegeplan –BVWP 2030–), which includes a Strategic Environmental Assessment (SEA) as required by the SEA Directive 2001/92/EU. Its implementation should solve the congestion problems of the roads currently serving the area and should also entail improvements in travel safety and time savings.

The proposed project scope falls under Annex I of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU and therefore, a full EIA is required.

EIAs have been performed according to the German Law currently in force for the sections along the project alignment, i.e. VKE 30 Schwalmstadt-Stardtallendorf and VKE40 Stadtallendorf-Gemünden. NTS documents, elaborated by the Amt für Strassen- und Verkehrswesen, are available for both sections. Plan approval (Planfeststellungsbeschluss) for

---

<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 10 September 2019

the project was obtained from the competent authority (Hessisches Ministerium für Wirtschaft, Verkehr und Landesentwicklung) in June 2013 for section VKE30 and in December 2017 for section VKE40.

There are a number of Natura 2000 sites in the vicinity of the project, one of them being crossed by the new road: there are 4 Natura 2000 sites in the vicinity of section VK40 (DE 5119-301 –Brückerwald und Hussgeweid–, DE 5120-302 –Maculinea-Schutzgebiet bei Neustadt–, DE 5220-302 –Lützelgrund bei Maulbach– and DE 5320-303 –Feldatal/Kahlofen und Ohmaue–) and 3 in the vicinity of section VK30 (DE 5120-302 –Maculinea-Schutzgebiet bei Neustadt, DE 5120-301 –Wiergrund von Schwalmstadt– and DE 5120-303 –Herrenwald östlich Stadtallendorf–).

All the 7 Natura 2000 sites, except for 5120-301 (Wiergrund von Schwalmstadt) were screened out by the competent authority, who concluded that there is not a significant impact on these areas by the project with the compensation and mitigation measures foreseen (e.g. rebuilding of coniferous forest, construction and restoring to nature of stretches of water, etc.) to compensate and mitigate the impacts on flora and fauna.

Natura 2000 site 5120-301 was screened in and therefore an appropriate assessment was carried out. The appropriate assessment concluded that the project, neither alone nor combined with other plans and projects, does not affect the preservation of the main elements of this Natura 2000 site.

The project's 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 (barrier effect). 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 emissions of project in a standard year of operation:
  - Forecast absolute (gross) emissions are 277,000 tonnes of CO<sub>2</sub> equivalent per year;
  - Forecast emissions savings are 11,000 tonnes of CO<sub>2</sub> equivalent per year.
- The Project boundaries are:
  - In the base case: the existing A5 motorway between Ohmtal-Dreieck and Niederaula and the neighbouring Bundesstrasse 3 between Lollar und Cölbe;
  - In the “with project” case: the existing A5 motorway between Ohmtal-Dreieck and Niederaula, the neighbouring Bundesstrasse 3 between Lollar und Cölbe and the new A49 motorway between Ohmtal-Dreieck and AS Schwalmstadt.

Luxembourg, 10 September 2019

- 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 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 complete on all sections of the project.

### **Conclusions and Recommendations**

The institutional capacity of the promoter (Federal Highways Administration (–DEGES–) to manage the environmental issues of the project is deemed satisfactory.

The project is acceptable for the Bank from an environmental and social point of view.