

Environmental and Social Data Sheet

Overview

Project Name:	AUTOBAHN A10 A24 PPP NEURUPPIN – PANKOW
Project Number:	2015-0448
Country:	Germany
Project Description:	Widening of 29.6 km of the A10 motorway between AD Havelland and AD Pankow to six lanes and the complete reconstruction of the A24 for 29.2 km between AS Neuruppin and AS Kremmen. The 30 year DBFO concession will also include the operation and maintenance of 64.2 km of the A10 and A24 between AS Neuruppin and AD Pankow, including the upgraded sections.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes
(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)	

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

The widening of the Federal motorway A10 and A24 in the project area 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 has been required.

EIAs have been performed according to the updated German Law currently in force for the sections along the Project route. NTS documents are available. During the EIA process, all potentially affected Natura 2000 sites, habitats and species have been analysed including those habitats and species located beyond Natura 2000 sites. The assessment has been carried out in accordance with the Habitats Directive. Final EIA decisions have been received for plan approval decisions (Planfeststellungsbeschlüsse (PFB)) for all sections of the Project and the PFB are enforceable.

Considering the nature of this project (widening without change of alignment) and according to the information received from the promoter and gathered during a site visit, the project's residual environmental and social impacts are deemed to be low. Furthermore the increased efficiency of the upgraded and widened project road will help decrease in exhaust emissions by reducing congestion.

Impacts during construction are related to increased emissions (dust and noise) and vibrations, and disturbance to natural habitats. Main impacts at operation stage will be connected to noise. Adequate mitigation measures have been proposed. Overall, the project is acceptable for the Bank from an environmental and social point of view.

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.

Environmental and Social Assessment

Environmental Assessment

Germany has harmonised its environmental legislation with the relevant EU Directives including the SEA Directive 2001/42/EC, EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 2009/147/EC. Habitats assessment is embedded in the EIA process.

EIAs have been undertaken for the project, in which construction works will be undertaken in the context of widening the overall corridor so potential cumulative effects have been assessed. The non-appealable authorisations, encompassing EIA and habitats assessment ("Planfeststellungsbeschluss", PFB) have been provided.

The A24 section to be widened crosses two Natura 2000 areas, DE3242421 "Rhin-Havelluch", an extended Birds Directive Site (SPA) covering an area of more than 150,000 hectares, and DE3243302 "Mossberge", a Habitats Directive Site (pSCI, SCI/SAC). Three further FFH sites (DE3243301 "Unteres Rhinluch - Dreetzer See – Ergänzung", DE3243303 "Oberes Rhinluch– Ergänzung" and DE3243304 "Fledermausquartier Stallgebäude Linum") have been part of the appropriate assessment. The project was found not have significant negative effects onto the SPA and FFH areas, the integrity of which will be preserved.

PFB for the sections for widening and upgrading are the following:

PFB 1 Widening of the A 24 to six lanes from km 204.675 (North of AS Neuruppin) to km 236.921 (end of the A 24) and of the A 10 from km 153.675 (AD Havelland) to km 161.625 (East of AS Oberkrämer). Plan approval decision of 15/07/2011. The approval decision is final and non-appealable.

Supplement to the above plan approval decision of 15/07/2011: Changing of pipes in the ditch between A10 km 157.642 and 157.990 from DN 500 into DN 800; connection of the PWC facilities "Ziethener Luch" and "Krämerforst" to the existing sewage disposal system of the local authority Oberkrämer (joint authority Kremmen) as well as waiver of construction of the plan-approved small-scale sewage plant with seepage reservoir, dated 25/11/2014.

PFB 2 Widening of the federal motorway A 10 to six lanes from East of AS Oberkrämer, km 161.625, to West of AD Schwanebeck, km 193.700, without the route section in the State of Berlin from km 186.560 to km 191.945, including the reconstruction of the AS Birkenwerder and Mühlenbeck and of the AD Pankow (A 10 / A 114) including upgrading the A 114 to border between the States of Berlin and Brandenburg, km 0.711.

Plan approval decision of 09/12/2012. The approval decision is final and non-appealable.

PFB 3 Widening of the A 10 to six lanes in the Pankow district of Berlin, construction km 0+000.00 (Western border Berlin/Brandenburg) to construction km 5+340.526 (Eastern border Berlin/Brandenburg), including partial section of the A 114 South of AD Pankow.

Plan approval decision of 27/02/2009 with additional decision 28/04/2009. The approval decision is final and non-appealable.

PFB 4 New construction of the federal highway 96n, bypass Oranienburg, junction B 96n / A 10 / A 111 to junction B 96 / L191, construction km 0+000 to construction km 13+555 including widening to six lanes of the A 10 from km 165+783 to km 169+513.

Plan approval decision of 15/09/1999. The approval decision is final and non-appealable.

The project will have an impact on environment both during construction and operation. At construction stage, project impacts will be related to increased emissions (dust and noise) and vibrations, risk of water pollution and disturbance to natural habitats. Negative impacts during construction will be temporary and reversible. Main impacts at operation stage will be connected to noise. Proposed mitigation measures include noise barriers (totaling some 19km), fencing of the motorway, provision of fauna underpasses and re-forestation areas, re-cultivation of formerly sealed areas, and water protection measures. These measures are

considered satisfactory. Overall, residual environmental and social impacts of the project are expected to be low.

The promoter's capacity to manage the environmental and social issues of the project is deemed to be satisfactory. The tender requirements should result in the selection of a competent private concessionaire with appropriate capability and experience in environmental and social management for similar projects.

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 378,100 tonnes of CO2 equivalent per year; and
- Forecast emissions increase is 8,000 tonnes of CO2 equivalent per year.

The project boundaries are:

- Existing network comprising the sections of motorway A24 and A10 from junction AS Neuruppin via AD Havelland to junction AD Pankow.
- In the "with project" case, the motorway sections between junctions junction AS Neuruppin via AD Havelland to junction AD Pankow that have been upgraded and partly 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, where required

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

Other Environmental and Social Aspects

Land acquisitions, required only at a small scale, will be carried out by the public authority according to German law. No major complaint was raised on these issues during public consultation.