

8 Transboundary environmental effects

All upgrading and new construction transport infrastructure projects planned with the FTIP are located within the borders of Germany. Nevertheless, transboundary transport effects are possible on the cross-border feeder routes. Some projects in areas close to borders can also have direct transboundary environmental effects if the zone of impact of an individual project crosses a border.

The transport-related changes triggered on the feeder routes by the planned upgrading and new construction projects were also considered from a cross-border perspective as part of the benefit-cost analysis. This also applies to the resultant changes in emissions of air pollutants. The effects resulting from noise exposure were considered exclusively for Germany in the benefit-cost analysis.

The environmental and nature conservation effects captured in non-monetized form for the planned upgrading and new construction projects are confined to the sphere of direct land take and the area immediately surrounding the projects with possible adverse impacts caused by noise, air pollutants or visual impacts. The zone of impact for the indirect adverse impacts does not usually extend beyond a maximum of 500 m on either side of the newly planned alignment (see Chapter 4.7.4.1).

The following table shows those projects that run close to a border and thus could potentially have direct transboundary effects on nature and the environment. The projects were also assessed in terms of their transboundary effects. Because of the course of their alignments, the road construction projects entitled "Laufen Border Bridge" (B020-G030-BY-T01-BY) and "B401 Dörpen to federal border" (B401-G10-NI) are likely to have relevant effects in Austria and the Netherlands respectively. The same applies to the waterway project entitled "Deepen the Outer Ems up to Emden" (W06). This project is likely to have adverse impacts on Natura 2000 sites in the region of the Ems estuary in the border area between the Netherlands and Germany. Even if these transboundary effects are taken into account, the appraisal of the environment impacts can be confirmed for these projects. The possible transboundary effects do not result in a different appraisal category.

Tab. 38: Projects in areas close to borders (distance to border < 500 m)

Project number	Project name	Project type	Neighbouring country	Requirement category
Road construction projects				
A008-G010-BY-T4-BY	Traunstein/Siegsdorf junction – D/A border	Upgrade	Austria	WB*
B020-G010-BY	A 8 – B 304 (Freilassing) – Hammerau Bypass	New construction	Austria	VB
B020-G020-BY	Laufen Border Bridge	New construction	Austria	WB
B020-G030-BY-T01-BY	Laufen Bypass	New construction	Austria	VB
B27-G90-BW	Jestetten	New construction	Switzerland	VB
B 27/B 314-G10-BW-T4-BW	Grimmelshofen	New construction	Switzerland	VB
B 34-G10-BW-T1-BW	Grenzach	New construction	Switzerland	VB
B107/B174-G20-SN-T4-SN	Reitzenhain	New construction	Czech Republic	VB
B221-G30-NW	Scherpenseel Bypass	New construction	Netherlands	VB
B246-G20-BB-BGPL	Eisenhüttenstädt Border-Crossing Point (B 112 – D/PL border)	New construction	Poland	WB
B303-G050-BY-T02-BY	Schirnding Bypass	Upgrade	Czech Republic	WB
B401-G10-NI	Dörpen to D/NL border	New construction	Netherlands	WB
Railway infrastructure projects				
-				
Waterway projects				
W06	Deepen the Outer Ems	Fairway deepening	Netherlands	VB
W37	Upgrade the Havel-Oder Waterway for large self-propelled barges with 2.80 m laden draught	Canal upgrade	Poland	VB