

## Environmental and Social Data Sheet

### Overview

Project Name: **PORT OF BARCELONA ACCESS**  
 Project Number: **2013-0449**  
 Country: Spain  
 Project Description: The project concerns the construction of a new road access connecting the Port of Barcelona to both the A-2 motorway and to the city bypass B-10, which are part of the TEN-T. The project is a major allocation under the Framework Loan Fomento Road Renewal and Rehabilitation (no. 20150080).

EIA required: yes

Project included in Carbon Footprint Exercise<sup>1</sup>: no

(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 project concerns the construction of a new road access to the Port of Barcelona, consisting of a 9.2 km long 2x2 motorway on a new alignment linking the port the A-2 motorway and to the southern city bypass B-10. The main objective of the new motorway is to alleviate traffic congestion in the existing port accesses by diverting heavy traffic (to/from the seaport) and to provide extra capacity for additional traffic induced by the seaside expansion of the port. The Port of Barcelona is part of the multi-modal Mediterranean TEN-T Corridor.

The project was included in the national strategic plan PEIT (*Plan Estratégico de Infraestructura del Transporte*), ultimately converted into the PITVI (*Plan de Infraestructuras, Transporte y Vivienda 2012-2024*), which was subject to strategic environmental assessment in compliance with the EU SEA Directive 2001/142. The corresponding Non-Technical Summary (NTS) has been disclosed on the Bank’s website.

The project is to be developed in parallel with a new railway access to the port. The two interventions together fall under Annex I of EIA Directive 2011/92/EU requiring a full EIA procedure. The Ministry of Public Works and Transport (MdF) launched in 2006 one main procedure resulting in a positive Environmental Decision in September 2007, whose validity has been extended by the Competent Environmental Authority in July 2013, once the final detailed design had been finalised. NTS has been made available on the EIB’s website.

The project is situated in the vicinity of the Natura 2000 area “Delta del Llobregat” (ES0000146), which is also recognised as an important bird area (IBA). Therefore, the provisions of the Habitats Directive (92/43/EEC, as amended) and Birds Directive (2009/147/EC) apply. As part of the EIA procedure, an appropriate assessment under Art 6.3 of Habitats Directive was carried out, concluding that the project is unlikely to have a significant negative effect on this site. Prior to first disbursement, an opinion of the Competent Authority for Nature Conservation on the expected impact of the project on protected areas and species (Form A) will need to be provided.

Subject to the fulfilment of such condition to provide Form A, the project is satisfactory to the Bank in environmental and social terms.

<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.

## **Environmental and Social Assessment**

### **Environmental Assessment**

Expected impacts from construction and operation include those typically associated with greenfield road construction, although modulated by the fact that the project is located in an area significantly affected by human activity. A large proportion of the new alignment runs along the old bed of the Llobregat river, which was diverted in recent years to allow for the expansion of the port. As a result, the project will entail conversion of predominantly riverbank woodland and potential effects on the river's water table. The Environmental Decision (DIA, as per the Spanish acronym) provides for plantation of greenery and extensive drainage and runoff water treatment systems as mitigation measures for these particular impacts.

Additionally, the project is expected to impact soils, landscape, built environment and flora and fauna. In order to mitigate the latter impacts, the DIA establishes restrictions to the construction works during the nesting periods of protected species and prohibits the location of ancillary infrastructure other than in existing built-up areas. A replacement habitat for a colony of cormorants located in the old Llobregat riverbed will have to be provided prior to the start of works in that area.

A comprehensive environmental surveillance plan during the implementation of the project is envisaged, to monitor inter alia air, soil and groundwater pollution; impacts on cultural heritage; noise levels; plantations and monitoring of the nesting population

The project will redistribute traffic, particularly heavy goods vehicles, from existing A-2 and B-10 motorways to the new road access, alleviating congestion. Reduced traffic related air and noise and emissions can be expected on those motorway sections.

### **Social Assessment, where applicable**

Around 120 plots of land will need to be expropriated because of the project and some 10 business and 30 households will be resettled, including a small number of informal settlers lacking formal titles to their properties. All these cases will be treated in accordance with applicable national expropriation law and regulations. Land acquisition is in progress at the time of the appraisal of the project.

### **Public Consultation and Stakeholder Engagement, where required**

Both the PITVI and the associated environmental impact study were subject to public consultation in 2014. As for the EIA, it has also been subject to public consultation in two different stages: the first one in 2006, prior to the environmental consent (DIA, as per the Spanish acronym) granted in September 2007 and the second one in 2012, at the time when the validity of the DIA had to be extended. During this second public consultation, a local NGO questioned the decision to extend the validity of the DIA without a new EIA procedure, arguing that a new colony of Audouin seagulls had settled in new Llobregat riverbed since 2009. The extended DIA provided for new protective measures in this respect and the decision from the Competent Authority was never taken to court.

Inputs received throughout the stakeholder engagement process have been incorporated into the final design of the project, which includes a specific study for the integration of environmental and social requirements.

### **Other Environmental and Social Aspects**

The project links a port on the TEN-T with the main arteries of the state-owned network in the region, which are also part of the TEN-T. Thus, the provisions of the Directive 2008/96/EC on

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road safety management apply. Road safety audits in accordance with the principles of the Directive will be performed.

The project does not have a particular exposure to climate change.

The Bank's Services propose to include the following recital as a first disbursement condition in the finance contract (FC): written confirmation from the Competent Authority that the provisions of the Habitats Directive 92/43/EEC have been complied with (Form A or equivalent).