

## Environmental and Social Data Sheet

### Overview

Project Name:	Railway access to the Port of Ferrol
Project Number:	20170060
Country:	Spain
Project Description:	The project consists of the railway connection to the new exterior port terminal at Ferrol where containerized and solid & liquid bulk cargo will be handled. The connection, with a total length around 6.3 km, intends to provide an alternative access to the new terminal and consequently to enhance the supply chain efficiency of the related hinterland. The Port of Ferrol is a medium sized Spanish port located in Galicia, at the far northwest area of the Iberian Peninsula.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The project falls into Annex I of the EIA Directive 2011/92/EU. It has been subject to a full EIA process and submitted to public consultation. The EIA was approved by the competent authority (MAFE -Ministry of Agriculture, Food and Environment) by a resolution (DIA – Declaración de Impacto Ambiental) from March 25<sup>th</sup>, 2013, which was published in the Spanish Official Journal (BOE) in April 6<sup>th</sup>, 2013.

The project was included in the PITVI 2012-24 (*Plan de Infraestructuras, Transporte y Vivienda*) prepared by MdF (*Ministerio de Fomento – Ministry of Public Works*) and subject to an SEA process which comprised a public consultation procedure (published in the BOE in April 18<sup>th</sup>, 2014) and was completed after joint resolution by MAFE and MdF dated of November 2014.

The project is not likely to impact the two closest protected sites which are the Habitats Directive protected site ES 1110002 “*Costa Ártebra*” and the Birds Directive protected site ES 0000496 “*Espacio Marino de la Costa Ferrolterra-Valdoviño*”. This has been confirmed by the competent authority (*Consellería de Medio Ambiente, Territorio e Infraestructuras de Xunta de Galicia*) through a statement issued in February 12<sup>th</sup>, 2015.

The EIA and DIA identify as the main impacts of the project: -increased dust and gas emissions; - increased noise and vibration levels; destabilization of the local natural groundwater systems; -water quality decrease; -minor changes in the local hydrodynamics at the inner Ferrol Bay (*Enseñada A Malata*); and -the modification of the landscape at the inner Ferrol Bay (*Enseñada A Malata*).

The main mitigation measures defined at the EIA are: - adequate planning of the construction works and use of equipment and machinery; -proper maintenance of the equipment; - implementation of adequate engineering design and use of proper construction techniques, additional noise and vibrations study to be performed before the construction works, monitoring of noise and vibration levels during works and operation, installation of insulating elements under the railway superstructure to reduce the vibration

<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.

Luxembourg, 16<sup>th</sup> May 2017

propagation, additional hydrogeological study to be performed before the construction works, monitoring of the water quality in the inner Ferrol Bay, implementation of water anticontamination barriers in the area of construction works within the inner Ferrol Bay (close to the bridge), vegetal restoration in areas affected by the construction works, rehabilitation of some urban areas and construction of a footbridge between both margins of the inner Ferrol Bay.

Positive impacts include the modal shift of some cargo previously transported by road to rail, enhancing the environmental efficiency of the regional supply chain, and the refurbishment of an urban area in Ferrol close to the historic port facilities.

## Public Consultation and Stakeholder Engagement

The public consultation and stakeholder engagement of the project comprised several stages as highlighted below:

- An initial period of consultation carried out by the competent authority with the directly-affected stakeholders. In November 2004 around 30 stakeholders were requested to provide comments on the project This included national, regional and local public administrations, universities, public infrastructure managing authorities and environmental and heritage conservation NGOs;
- A wide public information and additional stakeholders consultation period was undertaken between April 2010 and March 2012. The preliminary technical design and the EIA were publicly disclosed in the BOE by April 7<sup>th</sup> 2010 and final consultations with stakeholders concluded by March 9<sup>th</sup> 2012.

## Other Environmental and Social Aspects

- According to the Spanish Ports Law (*Ley de Puertos - Real Decreto Legislativo 2/2011*, 5<sup>th</sup> September), all port authorities are requested to present a yearly Sustainability Report "*Memoria de Sostenibilidad*" which needs to be included in the relevant Business Plan. In the case of El Ferrol, this document defines environmental objectives and monitoring indicators with the main purpose of enhancing the sustainability of the entire port system and maritime activities;
- The Promoter operates under strict management standards and procedures and has been certified according to: **ISO 9001** - Quality Management and **ISO 14001** - Environmental Management. The Promoter also requires its suppliers to present the same certifications accordingly;

## Conclusions and Recommendations

The following undertaking will be included in the finance contract:

*The Promoter shall ensure that an adequate Environmental and Social Management Plan (ESMP), established according to the relevant EIA and the related environmental authorisation (DIA), is implemented and monitored during the construction of the project.*

The overall residual impacts of the project are considered to be manageable and acceptable. The Promoter is appropriately staffed and its environmental capabilities and track record are considered to be satisfactory.

Therefore, the project is acceptable for EIB financing from an environmental and social point of view.