



Luxembourg, 24.11.2022

Environmental and Social Data Sheet

Overview

Project Name:	CÁDIZ CONTAINER TERMINAL EXTENSION
Project Number:	2021-0578
Country:	Spain
Project Description:	The project concerns the second phase of the development of the new container terminal of the Port of the Bay of Cadiz (Spain). It includes the extension of the existing caisson quay wall, dredging and land reclamation works to extend the terminal's platform as well as the infrastructure and utilities required for the eventual installation of equipment and facilities to cater to the needs of the port's traffic. The project also includes the works related to the new terminal's railway infrastructure.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project is part of the Special Urban Development Plan of the Port of the Bay of Cádiz in the Municipality of Cádiz (*Plan Especial de Ordenación del Puerto de la Bahía de Cádiz en el Término Municipal de Cádiz*) and a Strategic Environmental Assessment (SEA) has been conducted as part of the approval process of the said Plan. At the time of completing this document, all critical stages of the SEA process up to the public consultation have been carried out. The public consultation was closed on 12 July 2022 and, currently, the Competent Authority is in the process of reviewing the contributions from the public and finalising the approval of the Plan, including its SEA.

The port project (including all phases of its development) falls within Annex I of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU. All critical stages of the EIA process were carried out and the Competent Authority issued a favourable Unified Environmental Permit (*Autorización Ambiental Unificada*) on 22 March 2011. This permit covers the maximum possible development of the new container terminal in the Port of the Bay of Cádiz (all project phases including the one object of this financing). The Environmental Permit includes a summary of the contributions presented by several civil society organisations that opposed the project and to which the Promoter offered justifications.

To guarantee the completeness and the quality of the information included in the EIA Report, the Bank required the Promoter to confirm that the EIA Report's information is up to date by providing additional documentary evidence based on recently performed studies. This was requested to confirm that the information included in the EIA Report remains accurate and relevant and properly reflects inter alia the baseline conditions, legal requirements, current

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.



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knowledge and methods of assessment. The Promoter satisfied the request of the Bank prior to releasing this document.

With regards to significant impacts of the project, the EIA Report and the Environmental Permit refer to the following: (i) impact from the dredging and discharge of excess material, (ii) impact on the coastal dynamics of the area, (iii) impact on water quality, (iii) impact on protected habitats, (iv) impact on the marine biocenosis, (v) impact on landscapes, (vi) impact on archeologic heritage, (vii) impact on road traffic, (viii) waste generation and (ix) cumulative impacts with other projects such as the New Bridge of the Bay of Cádiz. The EIA Report includes measures to mitigate the effect of these impacts. In addition, the Environmental Permit includes additional specific environmental protection measures to be taken into consideration in the project.

The areas of greatest natural interest in the project area are the following sites that are part of the Natura 2000 Network: Site of Community Importance ES6120009 Seabed of the Bay of Cádiz, which coincides with the location of the project and the SCI and Bird Special Protection Area ES0000140 Bahía de Cádiz, located near the project.

The Bahía de Cádiz Natural Park, is a space declared as Bird Special Protection Area and Special Conservation Area, as well as a RAMSAR site (list of wetlands of International Importance), especially as habitat for waterfowl. Regarding the habitats of community interest located outside the Natura 2000 Network, it is important to highlight the presence of habitat 1110, which includes sandbanks permanently covered by shallow seawater.

The Competent Authority confirmed on a resolution issued on 10 December 2021 that the project does not have any significant environmental impact on any Natura 2000 sites for as long as the Promoter respects the conditions set forth in the EIA approval.

In relation to the project's compliance with the Water Framework Directive 2000/60/EC, the Competent Authority confirmed on 17 January 2022 that the project will not lead to deterioration of the status of water bodies.

With regards to cultural heritage, the project area lays within the Bay of Cádiz archaeological easement area (Resolution of 17 January 2008, of the General Directorate of Cultural Assets), and in the Archaeological Zone «Navigation channel to the Port of Cádiz» (Resolution of 17 January 2008 of the General Directorate of Cultural Assets).

EIB Paris Alignment for Counterparties (PATH) Framework

The Promoter is a public sector entity (in scope). However, it is screened-out as it is not operating in a high emitting sector (as listed in Annex 2 of the EIB Group PATH Framework), and it is also screened-out for high vulnerability to climate risks. Hence, the Promoter is not subject to a counterpart assessment.

Social Assessment, where applicable

Not applicable.

Public Consultation and Stakeholder Engagement

The Promoter submitted the project and the EIA Report to a public consultation process through an announcement in the Spanish Official Gazette (BOE) of 14 December 2009.



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Simultaneously, in compliance with legal requirements, the Promoter notified the affected public administrations, which had previously been consulted, of the start of the public consultation process. In addition, it also invited other public administrations as well as civil society organisations to take part in the process.

On May 10, 2010, the Bay of Cadiz Port Authority sent the project's public consultation report to the Competent Authority for its further assessment.

Other Environmental and Social Aspects

The EIA Report incorporates an Environmental Monitoring Program, which aims at controlling the correct execution and effectiveness of the proposed corrective and protective measures. It also aims at verifying the effectiveness of the environmental improvement measures, detecting possible unforeseen impacts or emergencies and establishing the appropriate measures to reduce, eliminate or compensate them, as well as propose new corrective measures or the reinforcement of existing ones if the planned objectives are not met.

It also includes measures to monitor the air quality and energy consumption, water quality and drinking water consumption, waste, transportation systems, archaeological heritage, the project risks and the socio-economic context. In the project operation phase, measures include the monitoring of the hydro-morphological evolution of the southern end of Valdelagrana beach, the application of landscape integration measures and the execution of sustainability measures. In order to carry out the required environmental monitoring, 20 environmental indicators are proposed in the construction phase and 25 in the operation phase.

As regards to the project's compatibility with the Marine Strategy Framework Directive (Directive 2008/56/EC), the project will fit into the strategy of the South Atlantic Demarcation in Spain for as long as the Promoter complies with the requirements set forth by the performed compatibility assessment.

The Promoter counts on an Environmental Policy (latest version issued on 24 March 2021) that defines the principles to be followed by the Port Authority in all areas of their activity.

The Promoter is currently working towards the establishment of an updated Environmental Management System (EMS) in line with ISO 14001-2015. In 2021, as part of the EMS implementation process, a complete environmental assessment of the port activities has been carried out and most of the procedures have been drafted and began to be implemented.

Conclusions and Recommendations

Given the above, the following environmental undertaking is to be applied.

Undertaking:

- The Promoter shall ensure that adequate environmental, health and safety management plans, defined according to the legal requirements and related documents, are implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impacts or incidents during the works.

On the basis of the assessment performed by the Bank's Services the project is acceptable for EIB financing in E&S terms.