

## Environmental and Social Data Sheet

### Overview

Project Name:	PALMA DE MALLORCA URBAN BUS FLEET RENEWAL
Project Number:	2016-0491
Country:	SPAIN
Project Description:	Investment Programme for the renewal of the City of Palma de Mallorca's urban bus fleet, managed by Empresa Municipal de Transportes Urbans de Palma de Mallorca.

EIA required: *Multi-scheme project, requirements vary*

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

### Environmental and Social Assessment

#### Environmental Assessment

Spain, as a Member State, is required to follow the relevant EU legislation in relation to the environmental impact of projects (namely SEA, EIA, Habitats/Natura 2000 Directives). Project activities are in the strategic planning documents of the municipality (*Plan de Movilidad Urbana Sostenible* -Sustainable Mobility Urban Plan<sup>2</sup> and of the Palma de Mallorca's Urban Plan<sup>3</sup>, which is currently under revision process). In compliance with EU SEA Directive 2001/42, Palma de Mallorca city Sustainable Mobility Urban Plan, already in force, presents a Strategic Environmental impact assessment. The assessment presented evaluates the impact of the plan on the reduction of air pollutant emissions.

The Promoter shall comply with national procedures in force regarding the design, construction and operations phases of the project. The institutional capacity of EMT to manage the environmental issues is deemed satisfactory. The company has certified its quality management system according to standard UNE-EN-ISO 9001:2008 and UNE-13816 and the procedures regarding environment are an integral part of the document.

Although separate project components are not subject to full EIA, certain measures have been taken by the Promoter to comply with the procedures in force.

Project component	Subject to environmental assessment
Acquisition of 180 Euro VI-compliant buses	Out of scope of the EIA Directive
Building of a CNG refuelling station	The Promoter shall confirm that all environmental requirements in regards to the new CNG refuelling station have been cleared, including the need of EIA.

<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.

<sup>2</sup> The *Plan de Movilidad Urbana Sostenible* is strongly committed to promoting public transport and providing citizens with alternatives to the private vehicle (public transport, cycling lanes, bicycle sharing and new pedestrian areas).

<sup>3</sup> With the new Urban Plan the city council seeks to foster sustainable mobility and introduce a transformative urban policy.

Luxembourg, 19 January 2017

At the end of the project implementation, the Bank shall receive evidence that the old buses replaced have been decommissioned in a proper way.

The project is expected to have positive environmental impacts. In particular, the renewal of the bus fleet will reduce the CO<sub>2</sub> emissions and will also reduce the air pollutant emissions according to Euro VI standards.

This project will help climate change mitigation, as the more efficient buses' engines will reduce the consumption of fossil fuels too.

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

Given the information available at the stage of appraisal and the site visit observations, the foreseen project activities and outputs are not likely to trigger any of the Bank's social standards. Construction activities of the CNG refuelling station in the depot will be carried out within the existing right-of-way and facilities owned by the Promoter, therefore no expropriation or resettlement is foreseen within the project.

### **Public Consultation and Stakeholder Engagement**

*This section is not applicable to this project.*

## **Conclusions and Recommendations**

The project is expected to have positive environmental impacts. In particular, the renewal of the bus fleet will reduce the CO<sub>2</sub> emissions and will also reduce the air pollutant emissions according to Euro VI standards.

Before the first disbursement, the Promoter shall confirm that all environmental requirements in regards to the new CNG refueling station have been cleared, including the need of EIA. When this condition is fulfilled, the project will be acceptable for EIB financing in E&S terms.