

## Environmental and Social Data Sheet

### Overview

Project Name:	Bilbao Port New Quay and Expansion
Project Number:	20150236
Country:	Spain
Project Description:	<p>The project consists of the expansion of port infrastructure in the Port of Bilbao, Spain, including construction of a new quay, a new cruise terminal building and one railway terminal in the hinterland area. The 3 components are the following:</p> <ol style="list-style-type: none"> <li>1. Construction of a new quay with approx.. 1350 m of length ("Espigón Central – Abra Exterior" at the Port of Bilbao) and corresponding land reclamation;</li> <li>2. Construction of a new cruise terminal building at the Port of Bilbao, "Contradique Algorta";</li> <li>3. Construction of a railway terminal at the logistic park of ARASUR (Miranda de Ebro);</li> </ol>
EIA required:	Yes for component 1) New Quay "Espigón Central"
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The first component of the project, new central quay "Espigón Central", falls into Annex II of the EIA Directive 2011/92/EU and was screened in by the competent authority (Ministerio de Medio Ambiente). Therefore a full and detailed EIA has been prepared for the project and subjected to public consultation. The project was environmentally approved by the competent authority by a resolution (DIA – Declaración de Impacto Ambiental) from April 17<sup>th</sup>, 2013 and published in the BOE in May 8<sup>th</sup>, 2013 with the reference number 4816.

This project includes land reclamation works with filling materials coming from an off-shore extraction site also used by APB (Autoridad Portuaria de Bilbao) for other land reclamation projects. The sand extraction works have their own EIA, which has also been subjected to public consultation. Similarly, the sand extraction works at this site have been environmentally approved by the competent authority by a resolution (DIA – Declaración de Impacto Ambiental) dated from April 17<sup>th</sup>, 2013 and published in the BOE in May 8<sup>th</sup>, 2013 with the reference number 4817.

According to information presented at the referred EIAs and DIAs, the project is not likely to impact the closest Natura 2000 protected site (ES2310003 Ría de Barbadun) for the distance to the project area, the nature of the works and for the topographic accidents that limit the connection between the 2 sites.

According to the Promoter, component 2), the new cruise terminal building, is not listed in the annexes of the Directive 2011/92/EU and therefore an EIA is not mandatory. Nevertheless, a screen out decision by the competent authority was requested by the Bank's Services. A disbursement condition linked to the reception of evidence of such decision will be included in the Finance Contract and will limit disbursements related to this component. This component is not expected to have significant impacts in the Ría de Barbadun protected site as it is located around 7.5 km from the referred protected area.

The component 3) railway terminal at ARASUR, hasn't been required to present a full EIA by the competent authority, in this case the "Departamento de Medio Ambiente" of the Basque Regional Government. This decision has been made official by a resolution issued in January 9<sup>th</sup>, 2015 and signed by the Regional Director of Environmental Administration. A Form A Declaration stating that the project is not likely to have significant effects on a Natura 2000 site has been issued by the competent authority, the "Departamento de Medio Ambiente" of the Basque Regional Government.

Therefore the following undertakings and conditions will apply:

<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.

**Disbursement Conditions:**

- The Promoter shall deliver before any disbursement related to components 1) and 2) copy of the Natura 2000 Declaration (Form A or B) issued by the competent authority.
- The Promoter shall deliver before any disbursement related to component 2) copy of the screen out decision, exempting the project from a full EIA, issued by the competent authority.

**Undertakings:**

- The Promoter shall ensure that an adequate ESMP, defined according to the relevant EIAs and corresponding environmental authorisations (DIAs) is implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impact or incident during the construction of any component.

Subject to compliance with the above conditions and undertakings, environmental procedures for the project are considered acceptable for EIB financing. The overall residual impacts are considered to be manageable and acceptable.

## **Environmental and Social Assessment**

### **Environmental Assessment**

- The “Plan Director de Infraestructuras” of the Port of Bilbao, which components 1) New central Quay and 2) Cruise terminal building, was approved in 2002, before the SEA Directive entered into force.
- The project is subject to the “Ley de Evaluación Impacto Ambiental” approved by the “Real Decreto Legislativo” 1/2008, dated of January 11<sup>th</sup>, which transposes into Spanish legislation the EIA Directive 2011/92/EU.
- The residual impacts identified at the EIAs of component 1) are: decrease of water and air quality, increase of noise levels, increase of water turbidity, disturbance of existing habitats and littoral biodiversity, impact in the economic activities at the port, visual and landscape impacts.
- The main mitigation measures are: adequate equipment and machinery, together with a proper waste management plan to reduce gas emissions and spills; monitoring of dredging and filling materials to control any possible hazardous substances, heavy pollutants or any other contaminants; noise level monitoring to control and reduce impacts; dredge according to project specifications to reduce turbidity in the affected areas; monitoring of turbidity during works to avoid impacts in beach areas; proper and timely planning to reduce impacts in the economic activities of the port; appropriate working procedures on landside to reduce dust and other particles.

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

- As part of the two EIA processes, component 1) project was subjected to public consultation procedures according to the Spanish law. Both the EIA and the detailed design project were made available to the public for 30 days starting in 18<sup>th</sup> July 2012.
- Also the detailed design project and the EIA for the off-shore sand extraction works were made available to the public for 30 days starting the 12<sup>th</sup> October 2011.

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

- According to the Spanish State Ports Law, “Ley de Puertos” (Real Decreto Legislativo 2/2011, 5th September), all port authorities are requested to present a yearly Sustainability Report (“Memoria de Sostenibilidad”), which needs to be included in the Business Plan. This document defines environmental objectives and monitoring indicators with the main objective of enhancing the sustainability of the entire port system and maritime activities at Bilbao;
- APB operates under strict management standards and procedures and has been certified according to: **ISO 9001** - Quality Management, **ISO 14001** - Environmental Management, **OHSAS 18001** – Occupational health and safety management and **EMAS** - Environmental management and audit system.