

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name: CARRETERAS DE GALICIA IV
Project Number: 2011-0091
Country: SPAIN
Project Description: The project is a road multi-scheme with 8 components that will improve the regional road network (both the main and the secondary network) in the Autonomous Community of Galicia (Spain, formerly Convergence Region).

Summary of Environmental and Social Assessment at Completion

EIB notes the following key Environmental and Social outcomes at Project Completion.

The project was implemented in line with the project scope assessed at appraisal. Project description at completion can be summarised as follows:

- Rehabilitation and upgrade of the PO-255 road section between Ponte Caldelas and Forzáns and of the PO-241 road section between Caritel and A Lama, totalling 9 km. The completion of the works on these two sections concludes the rehabilitation of the access to the provincial prison from Vigo and Pontevedra;
- Rehabilitation and upgrade of the LU-710 road section between Baralla (interchange with the A6 expressway) and O Cádavo, totalling 11.3 km;
- Widening of the PO-542 road section between O Marco and what would have been the location of the "Monte Carrasco" Hospital, totalling 1.3 km;
- Rehabilitation of the PO-221 road section between Caldas de Reis and Morana, totalling 3.8 km;
- New construction of the PO-546 road section between Lourizán and already completed sections of the Marín bypass, totalling 4.3 km. This new section is part of the Marín ring road, which bypasses the city from the South;
- New construction of the section of the Vía de Alta Capacidad (VAC) de la Costa Norte between Celeiro and San Cibrao (high capacity motorway), with 7.9 km; and
- Safety improvement of two sections of the PO-325 road along 15.8 km.

Six of the schemes included in the project fell into Annex II of the 97/11/EU Directive (transposed to national Royal Decree 1/2008, as amended by Law 6/2010, and regional Decrees 442/90, 327/91 and Law 1/1995. The screening decisions were made available to the Bank. The remaining two schemes fell into Annex I. EIAs were conducted and the final E.I. Statement (DIA) was issued.

Most of the schemes referred to rehabilitation and upgrade works and took place within the limits of the existing infrastructure with limited additional land acquisition. Schemes were located in urban, semi-urban and rural areas. Several schemes crossed water courses and one of them crossed one Natura 2000 site. The promoter provided the Bank with documentary evidence of compliance with the Habitats (92/43/EEC) and Birds (2009/147/EC) Directives, as well as with the specific design conditions imposed in the EIS.

Luxembourg, 19th December 2017

During construction, the design of the upgrading of the PO-255 highway section between Ponte Caldelas and Forzán was changed to minimise its environmental impact on a watercourse. A bridge replaced a culvert and there was a minor alignment adjustment to preserve the habitat of one protected species. The Promoter provided evidences on compliance with the Habitat and Birds Directives through an appropriate certificate by the Competent Authority.

No environmental complaints were noted. Despite the implementation of mitigation measures and recommendations from the EIS, the project had residual environmental impacts – in line with this type of road projects. Overall, the promoter was deemed experienced and with its capacity for Environmental Management high.

The main residual impacts were as follows:

- The design of the dualling scheme – PO-542 access road to the future Hospital of Pontevedra “Monte Carrasco” between Ponte Bora and O Pino – modified one existing watercourse. This modification was compliant and received approval by the Competent Authorities;
- The construction of the high capacity road sections of the VAC Costa Norte between Celeiro and San Cibrao had an impact that was within what was expected for a greenfield scheme in this region. The promoter had a TA regularly monitoring the works in accordance with the Environmental Monitoring Programme established in the EIS. Water quality and noise monitoring were within acceptable limits. All landscape works (including the re-planting of slopes) was deemed satisfactory.

The social impact of the project was deemed positive, due to the increased accessibility and improved road safety in the project area, which was, at the time, a Convergence Region. As reported by the Promoter, a number of land expropriation dossiers were brought before court under the national remedy mechanism and were still open when the Promoter reported on the completion of the project by November 2017. They relate to 2 out of the 8 schemes as follows:

- For the improving of roads PO-255 and PO-241, there are still 32 on-going litigation procedures referring to the expropriation of farms and rural property; and
- For the construction of the new section of the PO-546 road between Lourizán and other already completed sections of the Marín ring road, there are 2 on-going litigation procedures referring to the expropriation of farms and rural property.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter, that the Project has been implemented in line with EIB Environmental and Social Standards.