

Environmental and Social Data Sheet

Overview

Project Name:	<i>Las Palmas Bus Rapid Transit</i>
Project Number:	20160323
Country:	<i>Spain</i>
Project Description:	<p>The project consists of the construction of a segregated Bus Rapid Transit system and the acquisition of the associated bus fleet in the city of Las Palmas, the capital of the island of Gran Canaria, in Spain. The corridor will be aligned to the main road axes of the low part of the city and broadly parallel to the seaside.</p> <p>The investments will increase the capacity and improve the quality of service of the bus network in terms of travel time and will help reduce reliance on private cars and increase public transport modal share. In addition, the new buses will use technologically advanced engines that will allow an increase in energy efficiency and a reduction in the emission of pollutants.</p>
EIA required:	Multi-investment project, EIA requirements vary
Project included in Carbon Footprint Exercise ¹ :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

Environmental Assessment

As a segregated bus rapid transit system, the project falls under Annex II of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. The project is likely to be screened out in accordance to the conclusions of the preliminary environmental and social impact assessment but a formal decision has not been taken yet by the Competent Authority.

The project is fully in line with the provisions of the Plan General de Ordenación Urbana of Las Palmas (general planning document) and the associated Evaluación Ambiental Estratégica (SEA) that were approved in November 2012. No land acquisition is expected to be required.

The project is expected to have an overall positive impact for the city of Las Palmas. It will increase the public transport offer and improve the quality of service of the bus network and will help reduce reliance on private cars and increase public transport modal share. In addition, the project will contribute to the urban regeneration of the seafront neighbourhoods

¹ 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 CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

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and support the development of the city as a touristic alternative to the resort areas of the South of the Island. The project will be fully accessible for people with reduced mobility.

The BRT alignment will eliminate 7 km of circulation lanes. Traffic simulations run so far have shown that this is compatible with the current traffic levels. The implementation of a Traffic Management and Control System (TMCS) at the BRT junctions and the expected decrease in the private car market share will help mitigate this impact. The project will also affect several parking areas, taxi stops and waste disposal areas. During the detailed design phase, the promoter will actively work in the preservation or the relocation of these facilities. The displacement of these elements will be mitigated with an increase in the public space quality and landscaping actions.

There will be several impacts during the implementation phase inherent to the construction of an urban road infrastructure along the main city axis. This is mitigated through an ample work plan that avoids overlaps between works in two or more sensitive areas. Various best-practice construction methodologies will apply in order to mitigate a punctual increase in noise or dust emissions. The promoter will constitute a team (Brigada) in order to assist the affected population and provide remedial actions.

There is no Natura 2000 or other protected site in the vicinity of the project alignment.

The new bus fleet will consist of either hybrid (EURO VI or superior) or electric vehicles and will allow an increase in energy efficiency and a reduction in the emission of pollutants.

Public Consultation and Stakeholder Engagement

The Plan General de Ordenación Urbana of Las Palmas was submitted to Public Consultation in 2008.

Several presentations of the project have taken place over the past two years engaging the stakeholder community.

As part of the approvals process, it is likely that project will be submitted to a formal Public Enquiry procedure in line with national requirements.

Other Environmental and Social Aspects

Guaguas is an ISO14001 certified company that is fully committed to ensuring environmental sustainability and aims to employ best practice towards achieving that.

Conclusions and Recommendations

Disbursement Conditions

- Prior to first disbursement, the Promoter will submit to the Bank the screening decision from the environmental competent authority whether the project require an EIA or not.
- Prior to disbursement against any project component deemed subject to an EIA, the promoter will submit to the Bank satisfactory evidence of environmental clearance from the relevant competent authorities.



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Undertakings

- The Promoter shall provide to the Bank a copy of the Environmental Impact Statements including the Non-Technical Summaries submitted to the relevant environmental competent authorities (for any project component requiring an EIA).

Subject to the conditions being met, the project is acceptable for EIB financing.

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