





Una manera de hacer Europa



PROJECT OF NEW PIPELINE FOR WASTEWATER FROM THE NEW WASTEWATER PUMPING STATION (EBAR) OF THE RIO ORO TO THE WASTEWATER TREATMENT PLANT (WWTP) AND NEW WATER TREATMENT PLANT, WITH INTEGRATION OF THE BIKE LANE, BETWEEN THE PORT NORAY AND THE SOUTH DIQUE, ACCORDING TO THE MELILLA SUSTAINABLE URBAN MOBILITY PLAN Autonomous City of Melilla

Programa Operativo de la Ciudad de Melilla

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Fondo Europeo de Desarrollo Regional

PROJECT OF NEW PIPELINE FOR WASTEWATER FROM THE NEW WASTEWATER PUMPING STATION (EBAR) OF THE RIO ORO TO THE WASTEWATER TREATMENT PLANT (WWTP) AND NEW WATER TREATMENT PLANT, WITH INTEGRATION OF THE BIKE LANE, BETWEEN THE PORT NORAY AND THE SOUTH DIQUE, ACCORDING TO THE MELILLA SUSTAINABLE URBAN MOBILITY PLAN

Brief Description

The works included in this project have a triple purpose. On the one hand, the pumping of recovered wastewater, through tertiary treatment, between the production in the Wastewater Treatment Plant (E.D.A.R.) and the distribution in the new Tertiary Treatment Pumping Station (E.B.T.T.)). From the Río de Oro.

In addition, the development of a new wastewater discharge pipeline, coming from the North zone of the City, between the new E.B.A.R (Wastewater Pumping Station) and the E.D.A.R.

And, finally, the realization of a Bike Lane between Puerto Noray and the South Dike.

The Autonomous City of Melilla currently has a system of tertiary treatment of wastewater, located on the grounds of the WWTP, prepared to produce 2,000~m3 / day, for irrigation and street cleaning, with intakes in various sites of the City (Forest Park, Golf Course, etc.). This tertiary treatment system is prepared to easily expand to 4,000~m3 / day, although it is expected to reach between 6,000~and~8,000~m3 / day in the next two years.

In order to supply this recovered water to the green areas of Parque Hernández, Lobera and others close of the network, this network has been designed, from the E.D.A.R to the New Tertiary Treatment Pumping Station (E.B.T.T.).

Furthermore the network of pumping wastewater from the new E.B.A.R to the E.D.A.R., which runs under the sidewalk of the Paseo Marítimo Mir Berlanga, has grown old, which makes its renovation necessary, to avoid frequent breakdowns.

Finally, the Sustainable Urban Mobility Plan of Melilla includes a bicycle lane network in which cycling itineraries have been established. One of the lanes coincides, to a large extent, with the aforementioned pipes. This has led the Autonomous City of Melilla to plan a bike lane from the South Dike to Puerto Noray.

The expansion of the network of tertiary water treatment and the implementation of the bike lane has a cost of 885,224.74 euros, with an ERDF contribution of 708,179.79 euros. The renewal of the wastewater flow network is financed with own funds of the Autonomous City of Melilla, with a cost of 574,543.62 euros. In this way, three important actions for the City can be combined in a single project, as well as reducing the cost and inconvenience that could have been caused to the public if the works had been done independently.

The impact achieved with the action translates into a reduction of 53.70 tons of CO2 greenhouse gases, as well as 2.961 km of bicycle trails that are made available to the citizens of Melilla.

Bicycle Lane



The project has been conveniently disseminated among the beneficiaries, potential beneficiaries and the general public. For this purpose, different communication channels have been used, such as the written press, news on local television during prime time, information on web pages, digital press, radio, press conferences, social networks etc. It is worth noting the groundbreaking ceremony for the projects, an event to which the citizens and the media were invited, which gave it an extensive coverage. In addition, inauguration acts of the completed works have been carried out, with media coverage, in order to inform the public about the use of the ERDF in the Autonomous City of Melilla.

Press conference to present the works of the Carril-Bici



Press release



Press release



Local TV coverage of the groundbreaking ceremony



Local TV coverage of the groundbreaking ceremony



Local TV coverage of the groundbreaking ceremony



Melilla local TV coverage of the inauguration ceremony



Inauguration ceremony of the bike lane with citizen participation



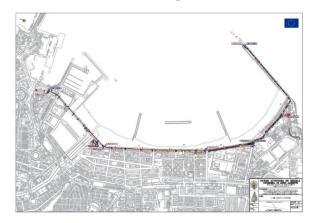
Information on the website



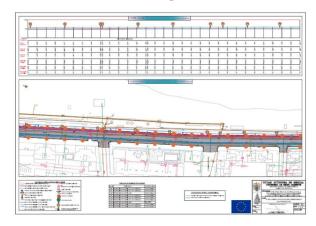
The project incorporates innovative elements, because the coordination of several Administrations has been achieved to carry out the three construction works at the same time, which has led to important cost savings and reduced the inconveniences of the execution of the projects, normally caused to the inhabitants.

The results obtained by the project are adapted to the established objectives, that is, to comply with the Water Framework Directive and the Water Management Plan of the Autonomous City of Melilla, improving the economic management of water resources and hydraulic infrastructure as well as net savings in water and energy, Contributing to the fulfilment of environmental objectives as well as promoting sustainable urban mobility. Furthermore it establishes or expands bicycle corridors, promotes healthier habits among inhabitants, developed by the Sustainable Urban Mobility Plan of the Autonomous City of Melilla. Finally, it has led to a reduction of the use of private vehicles thus reducing the saturation of the road network and Carbon Dioxide (Greenhouse Effect Gases). The project consequently contributes to the fight against climate change.

Bike lane plan



EBAR plan



Groundbreaking ceremony



Groundbreaking ceremony



It contributes to the resolution of a regional problem or weakness.

Water consumption in the Autonomous City of Melilla is more than 9 million m3 / year.

The leakage from the drinking water network cannot be classified as excessive. However, it fully justifies, the realization of similar annual campaigns. The current water problem in the city is entwined with two serious problems: **It is scarce**, and diminishing reserves may cause marine intrusion, which could leave some of the wells out of service. **It is expensive**, given that some drillings are more than 250m deep, which makes the exploitation and maintenance of the various pumps more expensive.

For the future it was foreseen that the population served could reach a maximum of 90,000 and a daily unitary demand of 300l per inhabitant, reaching needs of 27,000 m3 per day. Given the existing problems, it was necessary to desalinate seawater.

In addition, with the realization of the bike lane, non-motorized transport is encouraged, thus reducing the Greenhouse Gases, as established in the Sustainable Urban Mobility.



Construction plan of the bike lane

It has a high degree of coverage of the population to which it is addressed. The actions linked to the treatment of wastewater and treated water benefit the entire population of the Autonomous City of Melilla, since water is a commodity of prime necessity.

With regard to the execution of the bike lane, in principle, it benefits its users, but in general it provides great benefits to the entire Melilla population by reducing CO2 emissions, and, therefore, improving the quality of the air.



Parque Hernández (irrigation with recycled water)

The horizontal criteria of equal opportunities and environmental sustainability have been taken into account. Both horizontal criteria have been incorporated into the project according to their casuistry.

With regard to equal opportunities, the project is aimed at the entire population of Melilla, integrating and non-discriminatory, providing it access to a basic good such as water, as well as its responsible use. In addition, people are provided with an infrastructure, the bicycle lane that allows them to practice healthy habits. Furthermore an inclusive and non-sexist language has been used in all the documentation carried out and in all communication actions undertaken.

Regarding Environmental Sustainability, the action has a direct and positive impact on the environment by reducing Carbon Dioxide (Greenhouse Gases) by implementing part of the Sustainable Urban Mobility Plan of Melilla, as well as making a rational use of the scarce water in the City.



Inauguration ceremony of the bike lane with citizen participation

Synergies with other policies or instruments of public policy: the project has managed to combine in a single project three important actions for the Autonomous City of Melilla, aimed at environmental improvements and sustainable urban mobility with own funds of the City and funds of the European Union (ERDF).







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