

Environmental and Social Data Sheet

Overview

Project Name:	ADIF INFRASTRUCTURE INSPECTION & MAINTENANCE RS
Project Number:	2019-0737
Country:	Spain
Project Description:	The project consists of acquisition of rolling stock for inspection and maintenance support across both the high speed and the conventional rail networks in Spain.
EIA required:	No
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

The project consists of the acquisition by the Infrastructure Managers (IMs) of the Spanish high-speed and conventional rail networks of rolling stock for infrastructure inspection and maintenance.

Purchase of rail rolling stock is not regulated by the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the project.

The rolling stock will not be directly used for transport of passengers or goods but for inspection and other ancillary activities of the railway infrastructure manager. In particular, the project consists of the following rolling stock:

- one electric infrastructure inspection trainset,
- three bimode (electric and diesel) infrastructure inspection trainsets, and
- 44 diesel locomotives for ancillary activities such as track exploration, rescue operations for train breakdowns while in service, snow removal and transport of materials for maintenance works.

The inspection trainsets will be fitted with on-board equipment for acquisition of data related to the geometric and other characteristics of rail infrastructure. The trainsets will be electric and three units will be equipped with diesel engines for operating on non-electrified parts of the network or in the cases where the overhead contact line is disconnected.

The locomotives will be diesel because of operational reasons; these vehicles need to be operable for maintenance activities when electric power supply needs to be disconnected for safety reasons, as well as in events of failure of electric traction system. In particular, the maintenance locomotives may be also used for train rescue purposes.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

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The appropriate maintenance of the infrastructure is an essential enabler of rail operations, and therefore the benefits of the project will be those related to the provision of railway infrastructure across Spain, in particular reduction of travel time, improvement of transport safety, vehicle operating cost savings, reduction of congestion and environmental benefits, such as reduction of pollutants and CO2 emissions.

The routine maintenance of the new rolling stock will be carried out at the Madrid Sur maintenance base, which will be extended and modernised. The heavier maintenance activities will be carried out in several existing depots. The works of extension of the Madrid Sur maintenance base are not yet fully defined and may fall within the scope of the EIA Directive. The works are expected to be carried out within the area currently occupied by the railway, and there will be no additional land take. These works of extension and modernisation of the maintenance base are not planned to be financed by the Bank as part of this operation.

The replaced rolling stock will be mostly scrapped by companies specifically authorised for this activity or redeployed for other tasks.

Conclusions and Recommendations

The project is expected to contribute to modal shift from road and air to rail. The project is expected to have positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO2 emissions.

The Promoter shall undertake to submit evidence of compliance of the extension of the Madrid Sur maintenance base, as well as of construction or extension of any other depot used for maintenance of the project rolling stock with the applicable Environmental Directives, in particular the EIA (Directive 2011/92/EU) and Habitats (Directive 92/43/EEC).

Under the conditions indicated above, the project is acceptable for EIB financing from an environmental and social perspective.