

## Environmental and Social Data Sheet

### Overview

Project Name: CLEAN URBAN TRANSPORT PROGRAMME LOAN SPAIN II  
Project Number: 2020-0825  
Country: Spain  
Project Description: Financing the renewal of urban public transport fleets, the related charging infrastructure and depot adaptation works. Sub-operations of the programme will fall under the Cleaner Transport Facility.

EIA required: No

Project included in Carbon Footprint Exercise<sup>1</sup>: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

### Environmental and Social Assessment

#### Environmental Assessment

The project consists of a Programme Loan to support both public and private promoters operating under a public service contract responsible for the provision of passenger services in Spanish municipalities.

This assessment limits itself to the overall program/project and sets the conditions for financing sub-operations. The sub-operations that will subsequently be allocated under it and that will be implemented either by public or private Promoters, will be appraised individually.

The project intends to finance:

- Renewal of public transport fleets with zero-emission vehicles
- Associated infrastructure needs:
  - Charging and refuelling stations (electric stations, etc.).
  - Adaptation of existing depots for the vehicles
- Related investments to improve the quality of the services:
  - - Software;
  - IT systems equipment;

The manufacturing of rolling stock, software and IT systems for vehicles operation as well as charging stations do not fall within the scope of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. Therefore, no EIA will be required for these components. However, the

<sup>1</sup> 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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Bank will request, after project completion, information from the Promoters on the disposal of the vehicles to be replaced.

Hydrogen production and storage may fall under Annex II of the EIA directive, and therefore the Bank will require prior to allocation of any investments related to the production and distribution of hydrogen, the screening decision of the Competent Authority and the EIA if required. Hydrogen production and storage facilities may also have to comply with the SEVESO III Directive (Directive 2012/18/EU) if storage capacity is above the lower-tier threshold of 5 tons, and the Bank will verify compliance at the time of allocation of such schemes.

The adaptation of existing depots for the vehicles falls under Annex II of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. Adaptation of existing facilities is usually screened out as environmental impacts are low and no land acquisition is normally required. If a screening is however required, the Promoters shall provide to the Bank the screening decision in the context of the EIA Directive and if required the EIA and approval of the competent authorities prior to disbursement against these components.

Based on the previous similar operations, the capacity of the potential Spanish promoters is expected to be satisfactory. In any case, as for the other environmental and social aspects, further assessment will be carried out for each sub-operation.

Overall, the project is expected to have a positive environmental impact. The renewal and improvement of vehicle fleets including the deployment of cleaner technology will contribute to reduced pollution and noise, as well as low-carbon transport and will allow an increase in energy efficiency. In addition, some investments will have the capacity to improve the quality of public transport services, helping thus reduce reliance on private cars and the associated negative environmental externalities.

Given the nature of the components to be financed, no impacts on Natura 2000 or other protected sites are expected.

Impacts during the construction phase of the infrastructure components (charging and refuelling stations and adaptation of existing depots for the vehicles) are expected to be minimal.

### **Social Assessment, where applicable**

Potential infrastructure construction activities are expected to be carried out in all cases within the existing right-of-way and facilities owned by the Promoter and/or on the street, therefore no expropriation or resettlement is foreseen within the project.

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

Given the nature of the components to be financed, no public consultation is expected. However, the Promoters will be asked to provide any information on stakeholder engagement or any public consultation that might have taken place to take into account the opinion of civil society in general and especially on accessibility for people with reduced mobility.

## **Conclusions and Recommendations**

The project is expected to have a positive environmental impact. The renewal and improvement of vehicle fleets including the deployment of cleaner technology will contribute to

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reduced pollution and noise, as well as low-carbon transport and will allow an increase in energy efficiency. In addition, some investments will have the capacity to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or increase public transport share.

#### **Disbursement conditions**

For infrastructure components, the Promoters shall provide the Bank, if applicable, the screening decision in the context of the EIA Directive and if required the EIA and approval of the competent authorities prior to disbursement against these components.

For any investments related to the production hydrogen production, storage or refuelling stations, the Promoters shall provide to the Bank the screening decision in the context of the EIA Directive and if required the EIA and approval of the competent authorities prior to disbursement against these components.

For any investments related to hydrogen production or storage with more than 5 tons of storage capacity, the Promoter will submit to the Bank the notification send to the competent authority as required by the SEVESO III Directive (Directive 2012/18/EU) prior to disbursement against these components.

#### **Undertakings**

The Promoters will undertake to inform the Bank on how the end-of-life buses are being disposed of and provide the relevant scrapping certificate(s), in line with EU and national regulation and industry best practice. If some of the replaced buses are sold in the second hand market, the Promoters will inform the Bank of the purchaser and country of operation.

Subject to these conditions being met, the project is acceptable for EIB financing in environmental and social terms.