

## Environmental and Social Data Sheet

### Overview

Project Name:	FGC MOBILITAT ROLLING STOCK
Project number:	2019-0736
Country:	Spain
Project Description:	Acquisition of 10 electric trainsets to provide rail services between Barcelona city centre and the airport.
EIA required:	No
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

### Environmental and Social Assessment

#### Environmental Assessment

The project consists of the acquisition of 10 electric multiple units for suburban rail passenger services, in particular, between the Barcelona airport and the city centre on a newly built infrastructure connecting the two airport terminals to the suburban rail network.

Manufacturing of rail rolling stock does not fall under Annex I or Annex II of 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 project is expected to increase the attractiveness of rail services comparing with the current situation and thus increase the modal share of rail *Vis à vis* the road traffic in the access to the airport. The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. It will also be in conformity with the EU Technical Specifications for Interoperability concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The arrangements for the maintenance of the new rolling stock are to be defined by the supplier, who will also provide full service maintenance. In the case of construction of new depots or modification of existing depots, the supplier will follow the relevant environmental approval procedures.

The rolling stock currently providing services to T2 terminal of the airport (currently, the T1 terminal has not connection) is expected to be redeployed for other services.

The project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of acquisition of zero direct emission mobile assets and, therefore, it is considered to be aligned against low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned against the resilience goal.

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<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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 18 May 2022

### **Social Assessment**

FGC has in place a Gender Equality Plan, setting out objectives and measures to achieve them. Women currently represent 28% of FGC's workforce, the objective being to reach parity by 2025. Among other, specific measures for promoting recruitment of women as train drivers have been implemented.

The Promoter undertook a specific security audit with gender perspective, identified and has implemented a series of measures to reduce the risk of sexual harassment, such as improvement of lighting, creation of an app for alerting the security staff, and enhancing CCTV to eliminate blind spots.

Gender tag: Significant.

### **Conclusions and Recommendations**

The project is expected to increase the modal share of rail by means of providing additional rail services and is expected to have positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO2 emissions.

If new depots are constructed or existing depots are modified for maintenance of rolling stock acquired in this project, the Promoter shall be required, prior to the commencement of the works, to submit to the Bank evidence of conformity with the EIA Directive (as applicable, the corresponding EIA report(s) and the environmental consent(s) issued by the Competent Authority or evidence that no EIA is required), as well as evidence of absence of impact on Natura 2000 sites. The documents shall be to the satisfaction of the EIB.

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