



Luxembourg, 26 October 2021

Public

Environmental and Social Data Sheet

Overview

Project Name:	MADRID RAILWAY NODE CAPACITY EXPANSION FL
Project Number:	2020-0034
Country:	Spain
Project Description:	The project consists of an extension of capacity of the Madrid railway node to serve traffic growth in the coming years. In particular, the project comprises several schemes for capacity expansion of the two Madrid main stations, Atocha and Chamartin, and other measures with the aim of operating them as one hub with two terminals. The project is located on the Core Trans-European Transport Network (TEN-T) Atlantic and Mediterranean Corridors.
EIA required:	Multi-scheme projects; requirements may vary
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The project is part of a broader plan of construction of a high-speed railway network in Spain. This plan and, in particular, several schemes included in the project, are included in the Infrastructure, Transport and Housing Master Plan "*Plan de Infraestructuras, Transporte y Vivienda PITVI (2012-2024)*", which has been subject of a Strategic Environmental Assessment (SEA) in accordance with Directive 2001/42/EC.

The Environmental Impact Assessment (EIA) requirements for the schemes included in the project may vary. The schemes included in the project will be implemented mostly within the existing right of way with little additional land take. However, due to their nature some schemes fall within the scope of the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). The EIA procedures and potential negative impacts on protected areas included in the Natura 2000 network according to the Habitats Directive (Directive 92/43/EEC) and the Birds Directive (Directive 2009/147/EC) will be analysed on a case by case basis prior to the allocation of the EIB funds to any scheme.

The main project negative impacts will be those related to the construction phase, such as dust, noise and vibration, nuisance to passengers and track-side dwellers. The design project for every scheme will include the necessary mitigation measures, whose implementation and effectiveness will be monitored by ADIF AV throughout the execution of the schemes.

Overall, the project will contribute to an increase of the rail infrastructure capacity allowing an increase in the number of railway services, and thus to the modal shift from road and aviation to rail with the consequent reduction of energy consumption, noise, and emissions of

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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pollutants and CO₂. The project will enable GHG savings due to modal shift from road and air to the entire Spanish high speed rail network. Most of the lines that will contribute to these GHG savings have been financed by the Bank. The corresponding GHG emissions and savings are being reported, as third party emissions, for the related Bank operations financing these lines. In order to avoid double counting, no Carbon Footprint values will be reported under this operation.

The Promoter, ADIF AV, has extensive experience in implementing schemes of this nature. It integrates environmental management as part of its broad management systems and methodically applies environmental management tools in order to ensure comprehensive supervision of the environmental aspects during preparation, implementation and operation of this kind of schemes.

Allocation of the framework loan to particular schemes will be subject to ex ante approval by the Bank. For the schemes that may fall under the EIA Directive or require an assessment according to Article 6(3) of the Habitats Directive, the Promoter will submit to the Bank the relevant documents providing evidence of compliance with these directives.

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 construction of infrastructure for zero direct emission transport, therefore, it is considered to be aligned with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

Social Assessment, where applicable

The project does not require any resettlement.

The construction of the new stations and modernisation of the existing ones included in the project will be carried out in conformity with the requirements concerning accessibility for persons with disabilities and persons with reduced mobility. Thus the accessibility of the rail services will be improved.

ADIF AV has in place a Gender Equality Plan, setting out objectives and measures to achieve them. ADIF has identified some aspects of the railway infrastructure, in particular stations, that if not designed properly may have disproportionately negative impact on women. For all new projects, where applicable, ADIF AV requires the design to be analysed and adapted from a gender perspective. Among other aspects, the analysis must consider materiality, signage, visibility and safety, accessibility, ergonomics and walkability of the surroundings.

Gender tag: Significant.

Public Consultation and Stakeholder Engagement

For the components that are subject to EIA, the consultation of the relevant stakeholders and public consultation takes place as part of the EIA. For the components that are screened out, consultation of the relevant stakeholders is carried out as part of the screening procedure. This will be further appraised prior to allocation of the EIB funds to particular schemes.

Other Environmental and Social Aspects

ADIF AV, the rail infrastructure manager that will implement and operate the project, has an established environmental policy and operates an Environmental Management System in accordance with ISO 14001:2015. Further information is provided in the Annual Environmental Report published on the company's website.



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ADIF AV handles requests for environmental information from the public through the general information contact mailbox, as indicated in the contact information on its website.

Conclusions and Recommendations

The project is expected to include around 17 schemes. EIA requirements for the different schemes may vary. Several schemes are within the scope of the EIA Directive. The EIA procedures and potential impacts on protected areas included in the Natura 2000 network will be analysed on a case by case basis prior to allocation of the EIB funds to any scheme.

The Finance Contract will include an allocation condition requiring the promoter to submit to the Bank evidence that for any scheme presented for allocation the relevant environmental consent process, if applicable, has been completed and that the scheme complies with the requirements of the Habitats Directive concerning the potential impacts on nature conservation sites. Additional undertakings may be defined at the allocation stage.

The Promoter shall store and keep updated the relevant documents concerning the compliance with the environmental legislation. In the case the EIB requires such documentation for any of the schemes included in this operation, the Promoter shall promptly provide all documents requested.

ADIF AV is an experienced Promoter. It integrates environmental management as part of its broader management systems, and methodically applies environmental management tools, in order to ensure comprehensive supervision of the environmental aspects during preparation, implementation and operation of investments.

The residual negative impacts of the project during the construction and operation are limited and partly offset by the increase of capacity for provision of railway services and the consequent contribution to a modal shift from aviation and road to rail.

With these conditions in place, the project is acceptable for EIB financing in environmental and social terms.