Luxembourg, 26 October 2021

Public

Environmental and Social Data Sheet

Overview

Project Name:	MADRID CHAMARTIN CAPACITY EXPANSION FL 2020-0034
Project Number:	2021-0503
Country:	Spain
Project Description:	The project consists of an extension of capacity of the Madrid Chamartin station. It is part of the extension of the Madrid Railway Node and is complementary to the capacity expansion of the Madrid Atocha station and other measures with the aim of operating them as one hub with two terminals. The project will constitute the first allocation of Framework Loan 2020-0034. The project is located on the Core Trans-European Transport Network (TEN-T) Atlantic and Mediterranean Corridors.
EIA required:	Multi-scheme project requirements 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 part of 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 project includes several components and the Environmental Impact Assessment (EIA) requirements in accordance with the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU) for them vary as described in the following paragraphs.

- Construction of 5 new tracks

  Part of the scheme, namely the connection of the new tracks (tracks 21 – 25) to the new tunnel Atocha – Chamartin was included in the EIA carried out for the tunnel. The EIA was carried out in 2006 – 2007 in accordance with Directive 85/337/EC applicable at the time and the environmental consent was issued by the Competent Authority in February 2008. Most of the works included in this EIA, and, consequently, the main impacts, correspond to the construction of the tunnel, which is currently close to completion and has been financed by the Bank under CONEXION AVE ATOCHA - CHAMARTIN (2009-0633). The works of connection of tracks at the Chamartin station included in this project

[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.

are relatively simple; their environmental impacts are of temporary and limited nature and will be managed by means of standard civil engineering practice.

The part of the scheme that is not included in the above-mentioned EIA consists of laying tracks within the existing station. Due to the nature of the works and their location on the land that is already designated for railway use, they are not included within the scope of either Annex I or Annex II of the EIA Directive, and no EIA is necessary.

- Demolition of building 23

  The demolition of this existing technical building included with the existing station is included in the EIA for a further extension of the Chamartin station (tracks 26 – 31). The construction of these tracks is not included within the scope of the current project. The EIA for this scheme was carried out in 2019 – 2020 and the environmental consent was issued by the Competent Authority in November 2020. The demolition of building 23 constitutes a minor part of the scope of the EIA, is relatively simple; its environmental impacts are of temporary and limited nature and will be managed by means of standard civil engineering practice.

- Other schemes

  Other schemes included in the project: conversion of two existing tracks from 1668 mm gauge to 1435 mm gauge, reconstruction of Iberian gauge tracks and platforms, reconstruction of the suburban trains hall under the tracks and its connection modules, and construction of a new technical building due to the nature of the works and their location are not included with the scope of either Annex I or Annex II of the EIA Directive, and no EIA is necessary for them.

Overall, the environmental impacts of the scheme are of limited nature and related to the temporary construction phase such as dust, noise and vibration, nuisance to passengers and track-side dwellers. These impacts will be managed by means of standard civil engineering practice, such as limiting noise and dust generated during the works. The design project for every scheme includes the necessary mitigation measures, whose implementation and effectiveness will be monitored by ADIF AV throughout the execution of the works.

The project is located in the city of Madrid within urban environment and there are no Natura 2000 sites in its vicinity.

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 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 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 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 new and reconstructed platforms and the reconstructed passenger hall and other passenger-accessible elements 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. The schemes included in this project, and design of which was carried out before such analysis became practice, *de facto*, also meet the same criteria.

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 took place as part of the EIA. These consultations were carried out in December 2006 – January 2007 for the Atocha – Chamartin tunnel and in October – November 2019 for the Extension of the Chamartin station (tracks 26 – 31).

Conclusions and Recommendations

The project includes several schemes with different EIA requirements. Several schemes are within the scope of the EIA Directive and the EIA procedures have been completed. There are no Natura 2000 sites in the vicinity of the project.

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.

The project is acceptable for EIB financing in environmental and social terms.