

Luxembourg, 5th May 2022

Environmental and Social Data Sheet

Overview

Project Name: *METRO DE MADRID LINE 11 EXTENSION*
 Project Number: *2021-0674*
 Country: *Spain*
 Project Description: *Extension of Madrid Metro Line 11 comprises the works and installations for the extension of metro line 11 in the southern of Madrid City. The future 7 km extension of the underground metro line 11 will connect the existing stations of Plaza Elíptica and Conde de Casal with four intermediate stations, two of which are new.*

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

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

Environmental and Social Assessment

Environmental Assessment

The Promoter, Madrid Regional Government, is subject to the Spanish national law 21/2013 and law 9/2018 for environmental assessments.

Spanish National law 21/2013 transposes also the EU SEA Directive 2001/42/CE and the Environmental Impact Assessment (EIA) Directive 2011/92/EU. Additional applicable national law 9/2018, amending law 21/2013, transposes EU Directive 2014/52/EU.

Following these national laws, an EIA was carried out for the Project.

For this project, issuing the Environmental Impact Statement (EIS) is the responsibility of the Consejería de Medio Ambiente, also part of Madrid Regional Government, but different from the implementing body of this metro project, which is Consejería de Transportes e Infraestructuras.

On the 30th of July 2020 the competent authority issued the EIS (Declaración de Impacto Ambiental) for this project.

The project is an urban public passenger transport project, and as such has a substantial contribution to Environmental Sustainability (Pollution Prevention, including noise reduction).

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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Benefits of the project: The project will promote a modal shift from private and bus users to cleaner underground metro. The project will also improve the reliability and the quality of the public transport service in the city, helping thus reduce reliance on private cars and maintain and/or increase public transport share. The project is expected to reduce the Green House Gases (GHG) emissions associated to the current mobility patterns, reducing also the air pollution, noise and traffic congestion in the city. The project is also expected to produce time savings to passengers by improving the mobility patterns in the city of Madrid.

Environmental impacts: All identified negative impacts during project execution are temporary ones, and mitigation measures are proposed to reduce the final impact, as such the residual negative impacts of the project are deemed acceptable by the competent authority. The main identified negative impacts produced during construction phase are: gas emissions by the heavy plant machinery, impacts on the ground water, volumes of excavated material to be disposed, noise levels and green areas (limited areas) affected by the works, to be restored.

Impacts on protected areas or biodiversity: According to the EIA, the project does not affect any protected areas (Natura 2000) and it does not have any impact on any protected habitats either. In addition, there are no significant biodiversity issues identified in the EIA for the project.

But, as the EIS approved by the competent authority does not make any specific reference to Natura 2000 areas, the Bank has requested the Promoter seek confirmation from the environmental competent authority that the project does not affect any protected Natura 2000 areas.

Risk assessment and vulnerability study: The EIA Report includes a risk assessment and vulnerability study for the project, where several risks are identified. Flash flooding is the only risk identified in this study due to climate change. The detailed risk analysis for this risk (flooding) and the proposed relevant adaptation solution are incorporated into the structural design of the underground metro stations and metro tunnel to bring this risk to an acceptable residual level.

Alignment with Paris Agreement: The Project is aligned with the Paris Agreement, according to Annex 2 the EIB's Climate Bank Roadmap.

The project falls under the EU Taxonomy - Climate Delegated Act (Annex I): Urban and suburban transport, as such the project contributes 100% to Climate Action – Mitigation.

Energy efficiency: The project includes an innovative solution to improve energy efficiency by reducing the energy consumption supplied by third parties, and therefore reducing the CO2 emissions. The proposed system uses the geothermal energy taken from the lining of the bored tunnel to provide up to 120Kw to the adjacent station of Conde de Casal.

Climate change adaptation: The project is aligned with Spanish decree 732/2019 for climate change adaptation that modifies the technical standards for buildings. Besides that, the project complies with norm UNE-EN 15643:2021 relevant to construction sustainability for both buildings and civil works.

Social Assessment, where applicable

The project does not involve involuntary resettlements. Similarly, the project does not affect any identified vulnerable groups.

The project will improve the mobility patterns in the southern part of Madrid City, offering citizens a better public transport system and therefore proving access to more work opportunities that were not an option without the project because they were far away and travel times were a constrain.



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Overview of gap assessment of EIB Social Standards at country level:

Standard 6 - Involuntary Resettlement. Overall, Spain's legislation on expropriation complies with Standard 6 in relation to formal property owners except that it does not explicitly mention that compensations include replacement and removal costs. Moreover, the legislation does not recognize informal occupants, potentially exposing them to forced evictions. Finally, the legislation does not pay specific attention to vulnerable groups.

Standard 7 - Vulnerable groups and Indigenous Peoples. The regulations of impact assessment in Spain do not explicitly take into account vulnerable groups in the impact assessment procedure. Therefore, there is a gap with specific requirements of the EIB Standard 7 regarding the assessment and engagement of vulnerable groups potentially impacted. Indigenous People were not identified in Spain.

Standard 8 - Labour rights. Spain has ratified the 8 ILO Fundamental Conventions. The main labour law of Spain is the Workers' Statute Act 2015. The national labour legal framework of Spain is generally aligned with the EU Directives and ILO Conventions. However, there is a gap identified with relation to supply chain workers.

Public Consultation and Stakeholder Engagement

As part of the consultation process carried out under the EIA, the Promoter engaged with all relevant third parties involved in the project, and various measures were incorporated into the EIS to accommodate the requests received.

Other Environmental and Social Aspects

The Promoter, Madrid Regional Government, has a Corporate Social Responsibility (RSC) policy in place, and the future operator of the project, Madrid Metro, is aligned with the sustainable development goals (SDGs) of the UN Agenda 2030.

Madrid city council also adhered to the Majors Agreement in 2008, with the aim to reduce the GHG emissions by 20% before 2020.

The Promoter will have a dedicated team to monitor the implementation of the ESMP, and to do a follow-up on the E&S risks of the project.

Metro de Madrid, as future operator of the new metro line, is certified under ISO 14001:2015.

Conclusions and Recommendations

The project is an urban public passenger transport project, and has a substantial contribution to Environmental Sustainability (Pollution Prevention, including noise reduction).

The relevant national legislation the project is subject to is compliant with the applicable EU Directives.

The project was screened in for a full environmental assessment, an EIA was carried out, including a public consultation process; and eventually the environmental competent authority issued an EIS approving the project and defining the mitigation measures for the execution phase.

The Promoter is required to ensure that the environmental competent authority confirms that the project has no impact on any Natura 2000 areas.



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The project will promote a modal shift from private and bus users to cleaner underground metro. This will contribute to reduce the Green House Gases (GHG) emissions.

The Promoter is deemed experienced and has enough capacity to successfully implement the project according to all the environmental requirements.

As such, the project is acceptable for EIB financing in E&S terms.