



Luxembourg, 24 March 2023

Environmental and Social Data Sheet

Overview

Project Name:	<i>TB BARCELONA CLEAN URBAN TRANSPORT</i>
Project Number:	<i>2022-0289</i>
Country:	<i>Spain</i>
Project Description:	Financing the acquisition of 92 electric buses and charging infrastructure for the city of Barcelona.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

The project is a major sub-operation under the Program Loan "CLEAN URBAN TRANSPORT PROGRAMME LOAN SPAIN II (2020-0825)", which targets the financing of the renewal of urban public transport fleets, the related charging infrastructure and depot adaptation works. The Program Loan was approved in April 2021. The project consists of the acquisition of 92 electric buses, which will replace existing buses (CNG, CNG Hybrid, and Diesel Euro IV) reaching the end of service life, as well as the related charging infrastructure, for the city of Barcelona.

Environmental Assessment

- Strategic Environmental Assessment (SEA): The project in line with Barcelona Metropolitan Urban Mobility Plan 2019-2024 approved in 2021 which was subject to a strategic environmental assessment (SEA), in compliance with EU SEA Directive 2001/42.
- Environmental Impact Assessment (EIA): None of the project components required an EIA. The production of buses and infrastructure equipment is expected to take place inside manufacturers' factories; falling outside the scope of Directive 2014/52/EC amending Directive 2011/92/EC. The limited infrastructure interventions (i.e. adjustments in existing depots) are expected to take place within the footprint of the existing infrastructures; as such do not fall within the scope of the EIA Directive.
- Environmental Impacts, Climate change mitigation and Energy efficiency: The deployment of electric technology will reduce CO₂ emissions of the bus services, further augmented by the energy recovery capability of the new buses (regenerative braking). It will also reduce local air and noise pollution and increase energy efficiency. In addition, the renewal of the bus fleet will maintain the competitiveness of the public transport services delivered by the Promoter, and thus contribute to maintaining and improving public transport share, and potentially reducing the use of private car in the

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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urban environment of Barcelona, with the subsequent reduction of air, noise and CO2 emissions. Adverse environmental impacts due to the project are considered to be minor, temporary and related to the limited interventions inside the footprint of the existing infrastructures

- **Paris Alignment:** The project is considered to be aligned with the Paris Agreement according to the criteria set out in the EIB Climate Bank Roadmap (2020) because it supports public transport infrastructure and zero direct emissions mobile assets required for public transport services.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty *Transports de Barcelona S.A.*, is in scope and screened out of the PATH framework, because it is not considered high emitting or high vulnerability.

Social Assessment

Given its nature, the project has not triggered any of the Bank's social standards. In social terms, the project is expected to provide more affordable mobility solutions and facilitate accessibility to the employment, education and health services. It will also support the city's urban development, contributing to making the urban area more liveable, sustainable and inclusive.

Further, according to data from Catalonia's Gender Violence survey (2016) – 20.1% of sexual assaults or harassment happening within Barcelona's city take place on public transport. As part of its sexual harassment prevention plan elaborated in 2021, Transports Metropolitans de Barcelona (TMB) – Barcelona Metropolitan Area's operator in charge of providing public transport services through *Transports de Barcelona S.A.* – is improving public transport's surveillance system. Specifically, the Promoter is implementing real-time video surveillance on urban buses – including those financed by the present operation. Improved surveillance on buses together with additional measures foreseen in TMB's sexual harassment prevention plan, such as improved lighting in public spaces and developing awareness campaigns are expected to reduce instances of sexual harassment while encouraging the use of urban buses and public transport for women and vulnerable persons. The Promoter has also implemented gender equality and diversity measures inside the organization. Therefore, the project is expected to have Significant Impact on Gender Equality Tag.

Public Consultation and Stakeholder Engagement

The project was not subject to an EIA and did not require public consultation.

Other Environmental and Social Aspects

Based on previous operations, the institutional capacity of the Promoter (Transports de Barcelona SA) on the management of the project's environmental issues, is deemed satisfactory.

Conclusions and Recommendations

The new buses will allow the replacement of existing buses reaching the end of service life. No negative impact is expected from this component. The interventions concerning charging infrastructure are expected to be limited and inside the footprint of the existing infrastructures, thus with minor and temporary environmental impacts.



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The project will have positive effects on the environment primarily because of the better environmental performance of the electric buses compared to the existing diesel and CNG buses and secondly by improving the attractiveness of public transport, encouraging modal shift and reducing environmental impacts related to private cars use.

Undertakings

- The Promoter undertakes to monitor the evolution of key indicators (to be agreed with the Bank) capturing the impact of the measures undertaken to reduce sexual harassment in the bus network, including among others, the implementation of on-board video surveillance systems on a best efforts basis.

Subject to these conditions being met, the project is acceptable for EIB financing in E&S terms.