

Luxembourg, 07 June 2024

Environmental and Social Data Sheet

Overview

Project Name: *METRO DE MALAGA LINE 2 EXTENSION*

Project Number: *2023-0084*

Country: *Spain*

Project Description:

The Project comprises the works and installations for the construction of the Malaga Metro Line 2 extension between Guadalmedina and Hospital Civil, in the City of Malaga with a total length of 1.8 kilometres of underground heavy metro.

The Project includes the construction of 3 new underground stations, while the purchase of rolling stock for the metro operation is excluded from this operation.

EIA required: *yes*

Project included in Carbon Footprint Exercise¹: *no*

Environmental and Social Assessment

Environmental Assessment

The Project falls under Annex 2 of the EIA Directive 2011/92/EU, as amended by EU Directive 2014/52/EU and therefore an EIA was carried out for the Project in July 2021 following the national and regional laws aligned with the applicable EIA Directives.

For this project, issuing the Environmental Impact Statement (EIS) is the responsibility of the Consejería de Medio Ambiente, also part of Andalusia Regional Government, but different from the implementing body of this metro project, which is Consejería de Fomento y Vivienda.

On the 6th of September 2022 the competent authority issued the positive EIS (Informe Vinculante que resuelve la Autorización Ambiental Unificada, AAU) 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).

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/smoke 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.

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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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.

Mitigation measures proposed: the mitigation measures considered in the designs tend to minimize the negative impacts produced during the construction stage. As part of these measures, a traffic management plan has been developed, to minimise the impact to the road users and pedestrians of the streets where the works will be executed. Also, the construction methodology proposed (cut & cover) plans to minimise the impacts at ground level. Finally, the work plan is designed to reduce the impacts during construction, coordinating the different activities involved in the construction phase of the Project.

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, also reducing 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 Malaga.

Carbon footprint: The CO₂ emissions, for the Project's operational phase, have been calculated according to the Bank's standard methodology. The figures estimated -emissions savings in our case- are below the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net).

Alignment with Paris Agreement: The Project is aligned with the Paris Agreement according to Annex 2 of the EIB Group Climate Bank Roadmap (CBR), as amended. In particular, the Project provides a substantial contribution to climate mitigation according to Annex 4 of CBR.

PATH Framework: The counterparty, AOPJA, is in scope and screened out of the PATH framework, because it is not considered high emitting or high vulnerability according to Annex 7 of the PATH Framework Procedures Manual.

Energy efficiency: The Promoter plans to install photovoltaic panels in 2 locations, to produce some of the electricity consumed by the Project during its operation life.

Social Assessment

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

The Project will improve the mobility patterns in the north-west part of Malaga City, offering citizens a better public transport system and therefore proving access to the job market and thus, will reduce inequalities.

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.

Other Environmental and Social Aspects

The Promoter, Andalusia Regional Government, has Social Responsibility (RSC) policies in place, and the future operator of the Project, Malaga Metro, is aligned with the sustainable development goals (SDGs) of the UN Agenda 2030.

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

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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 Project required a comprehensive EIA, which included a public consultation process. Following this, the environmental competent authority issued an EIS that not only approved the Project but also outlined the mitigation measures for the execution phase.

Project Undertaking:

Specifically, the Promoter shall follow-up the proper implementation of the EIA statement for this Project and all the environmental conditions included therein, including the mitigation measures and the need to ensure the environmental monitoring during the construction and operation of this metro project.

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.