

Luxembourg, 07.11.2023

Environmental and Social Data Sheet

Overview

Project Name:	MADRID ATOCHA CAPACITY EXPANSION FL 2020-0034
Project Number:	2023-0140
Country:	Spain
Project Description:	The project consists of an extension of the capacity of the Madrid Atocha station, including construction of an underground pass-through station. It is part of the extension of the Madrid Railway Node and is complementary to the capacity expansion of the Madrid Chamartin station and other measures aiming to operating both stations as one hub with two terminals. The project will constitute the second 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

Compliance with Applicable Environmental Legislation

The project is part of a broader plan of construction of a high-speed railway network in Spain. This plan and, in particular, the main scheme included in the project (the new pass-through underground station at Madrid Atocha), 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 a new pass-through underground station at the Madrid Atocha complex
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 April 2008.
- Refurbishment of the historic station shed and improvement of the station access
This scheme was included in the EIA mentioned above.

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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- Connection between the high-speed lines (HSL) Madrid – Barcelona and Madrid – Valencia/Alicante

The EIA was carried out in 2009 – 2010 in accordance with Directive 85/337/EC applicable at the time and the environmental consent was issued by the Competent Authority in July 2011.

- Other schemes

Other schemes included in the project – construction of new tracks 15 and 17 within the existing station area, rearrangement of the suburban trains tracks into a 4+4+2 configuration, repairs of the historic shed, construction of temporary car parks, relocation of ticket offices, and construction of a new technical building for telecoms equipment – due to the nature of the works and their location are not included within the scope of either Annex I or Annex II of the EIA Directive, and no EIA is necessary for them.

Impacts during construction

Concerning the new pass-through station, the refurbishment of the shed and improvement of the access to the station, the main impacts during the construction phase are noise and vibrations, generation of excess material and construction waste, impacts on vegetation, disturbance to the mobility in the project area. The environmental consent sets out mitigation measures to be implemented prior to and during construction, such as establishment of noise and vibration measurement plans, use of construction machinery equipped with silencing devices, covering of trucks with canvas, analysis of soil contamination and its decontamination if necessary, use of excavation material for restoration of quarries, and protection of vegetation.

During the detailed design of the new pass-through station it has been concluded that despite the planned use of best construction practice and implementation of appropriate noise abatement measures, it could not be guaranteed that the environmental acoustic quality objectives established in accordance with Directive 2002/49/EC would be met at all times. For this reason the Promoter requested a temporary suspension of these objectives. This suspension was granted by the Council of Ministers in July 2023.

Concerning the connection between the Madrid – Barcelona and Madrid – Valencia/Alicante HSLs, the main impacts during the construction phase will be noise and vibrations, dust, use of quarries for soils and ballast, impacts on vegetation and fauna in the project area. The environmental consent sets out mitigation measures to be implemented prior to and during construction, such as use of temporary noise screens, watering of the works site and access roads, and limiting works during the reproductive and nesting season.

Impacts during operation

The main impacts during operation will be noise and vibrations generated by moving trains. The environmental consent sets out mitigation measures, in particular, installation of noise screens, use of vibration absorption mats under the rails, as well as noise and vibration monitoring.

Natura 2000 sites

Most of the schemes included in the project are located in the centre of city of Madrid within urban environment and there are no Natura 2000 sites in their vicinity.

The only exception to the above is the connection between the HSLs Madrid – Barcelona and Madrid – Valencia/Alicante, which is built in the immediate vicinity of the following Natura 2000 sites, ES3110006 “*Vegas, cuestras y páramos del sureste de Madrid*” and ES0000142 “*Cortados y cantiles de los ríos Jarama y Manzanares*”. The specific conservation objectives for these sites were set out in 2014. An appropriate assessment was carried out and the potential impacts on these sites were assessed as part of the EIA, and appropriate mitigation measures have been established, such as avoiding location of the works bases in the proximity



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of the sites and noise monitoring during construction and operation. The competent authority concluded that the project will not have significant impact on these sites.

Overall impact of the project

Overall, the project will contribute to an increase of the rail infrastructure capacity allowing more 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.

Vulnerability to the climate change

The project is sensitive to the climate change, in particular to the risk of increase of precipitations and floods. The Promoter carried out an analysis of vulnerability to the climate change for different design components and the analysis confirmed the resilience of the project to the climate change.

Paris alignment

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

Land acquisition and resettlement

The new pass-through station at the Atocha complex in Madrid will require additional permanent land take of approx. 0.14 ha, right of way of approx. 230 m² and temporary occupations of approx. 5.47 ha of urban land.

The connection between the HSLs Madrid – Barcelona and Madrid – Valencia/Alicante will require additional permanent land take of approx. 23.8 ha, right of way of approx. 3.3 ha and temporary occupations of approx. 9.9 ha of mostly agricultural or undeveloped land.

The acquisition or expropriation of this land is carried out in accordance with the national legislation. No residential properties are affected and no physical resettlement is required.

Part of the land taken for the connection of the HSLs was used for informal agricultural activities (i.e. it was farmed without any title for using this land). According to the information available to the Promoter, none of this farming was carried out by vulnerable persons whose livelihood would be significantly impacted by the project. In any case, the farmers were given the opportunity to gather the harvest before the land has been taken for the project.

Cultural Heritage

The historic shed of the Atocha station is a protected architectural monument. The refurbishment of the shed and improvement of the access to the station will be carried out in accordance with their status and preserving the relevant architectural elements.

Both the construction of the new underground station and the connection of the HSLs Madrid – Barcelona and Madrid – Valencia/Alicante are situated in archaeologically rich locations. The Promoter is implementing archaeological surveys in accordance with the planned works phases, so that any archaeological findings are timely identified and dealt with in accordance with the instructions of the competent authorities.



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Accessibility

The new station, the newly constructed and the reconstructed platforms, the improved access to the station and other passenger-accessible elements included in the project will be built 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.

Gender aspects

ADIF AV has in place a Gender Equality Plan, setting out objectives and measures to achieve them. ADIF AV 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 November - December 2006 for the new pass-through underground station and refurbishment of the shed of the Madrid Atocha station and in July – August 2010 for the Connection between high-speed lines Madrid – Barcelona and Madrid – Valencia/Alicante.

In addition, public consultation concerning the temporary suspension of the acoustic quality objectives was carried out in November – December 2022.

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. The project will not have any significant impact on Natura 2000 sites. The promoter obtained a temporary derogation for exceeding the acoustic quality limits during the works.

The Promoter will provide evidence that the cumulative impacts of the project with other projects have been properly taken into account and the relevant mitigation measures have been implemented.

If the specific site conservation objectives of the Natura 2000 sites are updated, the Promoter will provide evidence that the project is not likely to have any significant impacts on these sites taking into account the updated objectives, and that any relevant mitigation measures have been implemented.

If it is determined that any of the land taken for the project significantly affects the livelihoods of project affected persons (PAPs), in particular in a case where the PAPs are to be considered vulnerable, these PAPs will receive sufficient resettlement assistance for re-establishing, and possibly improving, their livelihoods in accordance with the Environmental and Social Standards of the Bank.

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.