European Investment Bank

Luxembourg, 03 November 2023

Environmental and Social Data Sheet

Overview

Project Name:	*EMT MADRID CLEAN URBAN TRANSPORT*
Project Number:	*2022-0160*
Country:	*Spain*
Project Description:	*The project comprises the acquisition of 250 electric buses and 10 hydrogen buses which will be replacing existing buses reaching the end of service life in the city of Madrid, and the acquisition of charging infrastructure for la Elipa and Sanchinarro depots. The new units will be stored in existing depots.*
EIA required:	no
Project included in Carbon Footprint Exercise[1]:	no

Environmental and Social Assessment

Project description
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 current project is a sub-operation of this programme loan and consists of:
(i) the acquisition of 250 electric buses and 10 hydrogen buses which will be replacing existing buses reaching the end of service life in the city of Madrid, and
(ii) the acquisition of charging infrastructure for la Elipa and Sanchinarro depots.
The new bus units will be stored in existing depots.
The hydrogen production and refuelling infrastructure is not part of the project.

Environmental Assessment

Strategic Environmental Assessment (SEA):
The proposed investments are in line with Madrid Sustainable Mobility Plan 360, which has gone through a Strategic Environmental Assessment (SEA) process, 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 at the manufacturers' factories thus 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

[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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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 urban environment of Madrid, 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.

Social Assessment, where applicable

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.

Public Consultation and Stakeholder Engagement

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

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.

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.

Based on the above and the information provided by the Promoter, the project is acceptable for EIB financing in E&S terms