

Luxembourg, 12.05.2025

## Public Environmental and Social Data Sheet<sup>1</sup>

### Overview

Project Name:	<i>RENFE SUBURBAN ROLLING STOCK CATALONIA</i>
Project Number:	<i>2023-0196</i>
Country:	<i>Spain</i>
Project Description:	<i>The project consists of the purchase of 101 electric multiple units for regional services in Catalonia. 69 of which are high-capacity trainsets to run suburban services in Barcelona.</i>
EIA required:	no
Invest EU sustainability proofing required	yes
Project included in Carbon Footprint Exercise <sup>2</sup> :	yes

### Environmental and Social Assessment

#### Environmental Assessment

The project consists of the acquisition of 101 new rolling stock, comprising 69 high-capacity electric trainset to be used for suburban services in the metropolitan area of Barcelona (Rodalies Barcelona), and 32 electric trainsets for regional services throughout Catalonia (Media Distancia or MD).

The project will partially replace old trains that are beyond their economic life and which will be withdrawn from service and will also provide additional rolling stock to improve frequencies and increase the commercial offer.

The old units that will be withdrawn are at the end of or beyond their economic life, and do not comply with EU requirements on accessibility. The 32 regional trains that will be replaced with the new rolling stock will be most likely scrapped. The 24 suburban trainsets that will be replaced with the new rolling stock will be scrapped or sold to other operators.

Any scrapping will be carried out by companies specifically authorised for this activity and in compliance with the procedures approved by Renfe for this purpose.

Purchase of rolling stock does not fall under either Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by Directive 2014/52/EU, therefore, no EIA is required.

The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. It will also be in conformity with the EU Technical Specifications for Interoperability

<sup>1</sup> The information contained in the document reflects the requirement related to the environmental, social and climate information to be provided to Investment Committee as required by the Invest EU Regulation and it represents the equivalent of the information required in the template of the InvestEU sustainability proofing summary

<sup>2</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The new rolling stock will be maintained in existing depots owned by Renfe or in new depots that will be constructed according to Plan de Inversiones Rodalies 2019-2029. The depots where the maintenance of the new trains will be executed will be assigned once the route allocation of the new trains is decided. The construction works of new depots as well as the upgrade /extension of existing depots is not expected to be subject to EIA/Natura 2000 permit as the works will take place within railway land of industrial use owned by ADIF, the rail infrastructure manager. These works are not included in the EIB financing.

The project has been assessed by the Bank's services as aligned with the objectives of the Paris Agreement in accordance with the criteria set out in the EIB Climate Bank Roadmap Annex 2 as it consists of acquisition of zero direct emission mobile assets, which brings demonstrable environmental and safety improvements to the Promoter's fleet.

Furthermore, the climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

### **Climate Assessment**

All the rolling stock included within the scope of this Project is electric. Electric rail transport is a zero direct emissions technology because the emissions are only generated at energy production.

The EU Taxonomy for Sustainable Finance acknowledges in Activity 6.1 that zero direct emissions rolling stock for passenger rail transport has a substantial contribution to climate change mitigation. The reason is that with the current energy mix, overall emissions are lower compared to road transport, but also because the generation of the energy carriers used by zero direct emissions transport is assumed to become low or zero carbon in the near future.

The project has been assessed for Paris alignment and is considered to be aligned both against low carbon and resilience goals against the policies set out in the Climate Bank Roadmap and/or associated guidance and other relevant documents.

### **EIB Paris Alignment for Counterparties (PATH) Framework**

The counterparty Renfe Operadora is in scope and screened out of the PATH framework, because it operates in a sector not considered to be high emitting.

### **EIB Carbon Footprint Exercise**

The project is included on the following basis:

Estimated annual greenhouse gas emissions from the use of the project in a typical year of operation over a 25-year operating assessment period:

- Forecast absolute (gross) emissions are about 29,300 tonnes of CO<sub>2</sub> equivalent; and
- Forecast emissions savings are about 26,400 tonnes of CO<sub>2</sub> equivalent.

The project assessment boundaries are:

- In the absolute case: the new rolling stock operating on the corresponding rail network.
- In the baseline case: the existing rolling stock operating on the same lines and the avoided road/metro traffic, corresponding to the increasing of the offer with the fleet expansion.



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The forecasts in the baseline and absolute cases are based on project specific assumptions about electrical energy consumption of rail operations.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

### **Social Assessment**

The project fleet will replace the existing, obsolete and age expired fleet, improve frequencies and increase capacity, thus delivering a better-quality service to the users of the network. The project contributes to social inclusion through better accessibility to education and job markets for people without access to individual motorised transportation.

The project has a significant contribution to gender equality: women are 55-60% of the users and the Promoter has implemented several initiatives for promoting the utilisation of the train amongst women, such as the "Programa Mujeres Viajeras", with fee discounts for women travelling by train, and the editorial Project "Mujeres y Viajeras" where female personalities are interviewed on board during a train trip.

Furthermore, the Project generates good social benefits, improving safety, comfort and better access for persons with reduced mobility.

### **Other Environmental and Social Aspects**

The Promoter has in place an environmental management system (EMS) certified in accordance with ISO 14000 standard. The EMS covers both operation and rolling stock maintenance activities.

## **Conclusions and Recommendations**

The project has a very good alignment with the Bank's policy objectives as it promotes the development of sustainable transport modes, thus significantly contributing towards Climate Action and Environmental Sustainability objectives.

In case the maintenance and operations of the Project will need new depots to be built or existing depots to be extended, the Promoter will be required to submit to the Bank evidence of compliance of the works with the EIA Directive (2011/92/EU as amended by Directive 2014/52/EU) and Habitats Directive (92/43/EEC).

InvestEU Sustainability Proofing conclusion: The Project is expected to be carried out in compliance with applicable national and EU environmental and social legislation. No further sustainability proofing is required.

Under conditions above, the project is acceptable for EIB financing from an environmental and social perspective.