



Luxembourg, 15 December 2025

Environmental and Social Data Sheet

Overview

Project Name:	<i>BARCELONA FGC RAIL TUNNEL EXTENSION</i>
Project Number:	<i>2024-0452</i>
Country:	<i>Spain</i>
Project Description:	<i>The project comprises the construction of a 4.1 km underground rail line between Placa Espanya and Gracia, with two new intermediate stations at Hospital Clinic and Francesc Macia. It is an extension of suburban railway line 8 in Barcelona managed by Ferrocarrils de la Generalitat de Catalunya. The investment will improve access from the Llobregat/Anoia corridor to the city center, enhance connections with tram, metro, and other rail lines, and increase public transport access from the eastern area of the Eixample District.</i>
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

Compliance with Applicable Environmental Legislation. The project is part of the regional infrastructure master plan (Plan Director de Infraestructuras 2021-2030) as well as other strategic documents such as the Sustainable Urban Mobility Plan of Barcelona 2024 (SUMP 2024), which have been subject to a Strategic Environmental Assessment (SEA), in accordance with Directive 2001/42/EC.

The project is within the scope of Annex II of the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU) and has been subject to an EIA. After the analysis of this report, the Competent Environmental Authority issued its favourable opinion on 1st of October 2018, which constitute the final environmental consent.

Impacts during construction. The project is constructed in the urban environment, and stations are mostly built inside existing street corridors. The main impacts identified during construction concern emissions of air pollutants, high levels of noise and vibration, traffic and mobility disturbance within the project area as well as generation of excess material from tunnelling. These impacts will be mitigated through the use of best construction practices and appropriate technologies such as acoustic protection panels, noise reduction devices for machinery, dust control measures and environmental monitoring. In addition, the project's footprint of Parc Joan Miro was reduced by 40%, approximately from 8,000 m² foreseen in the initial project designs to 5,000 m².

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 during operation. In the operational phase noise and vibrations are expected to remain below allowed thresholds levels. The residual negative impacts of the project are deemed acceptable by the competent authority.

Natura 2000 sites. Due to its underground nature in an urban area, no impact on fauna, flora or protected natural spaces is expected.

Overall impact of the project. Overall, the project is expected to have positive environmental impact in terms of safety, energy savings, air pollution, noise and CO2 emissions. The project is also expected to limit saturation on public transport services.

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 analysed climate risks during project preparation and included specific adaptation measures in the project designs.

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 emissions transport; therefore, it is considered to be aligned with the low carbon goal. In addition, based on the adaptation measures reported by the Promoter at both city and project level, the residual 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

The project does not involve land acquisition nor resettlements.

During construction phase the works are expected to affect local business and traffic. These impacts are mitigated through the minimization of construction footprint and adequate fencing and signalling of construction sites.

The project EIA indicates the possibility of chance finds of archaeological remains in the vicinity of the project's footprint (Travessera de Gràcia). The project's environmental and social management plan foresees the development of chance finds procedures compatible with construction works as well as archaeological monitoring during works.

The project will improve access to jobs and education opportunities. Furthermore, the project will be carried out in conformity with the requirements concerning accessibility for persons with reduced mobility. Thus, the accessibility of the rail services will be improved.

Public Consultation and Stakeholder Engagement

The consultation of the relevant stakeholders and public consultation took place as part of the EIA which was published on 10th of October 2014. Various measures were incorporated into the EIA to accommodate the requests received. Additional information sessions on the execution of the project are foreseen by the Promoter.

Conclusions and Recommendations

An EIA was carried out receiving a favourable opinion by the Competent Environmental Authority. The expected environmental and social impacts are not expected to be significant being limited to the construction phase and minimized through appropriate mitigation measures. Overall, the project is expected to have a positive impact as a result of the increase in public transport service and quality. The following undertaking is foreseen



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The Borrower undertakes to inform the Bank about the main aspects of the implementation of the Environmental and Social Management Plan, with special focus on archaeological findings and monitoring of geotechnical works.

Considering the above, and the experience with the promoter in previous operations, the project is acceptable for EIB financing in environmental and social terms.