

25.06.2025

## Environmental and Social Data Sheet

### Overview

Project Name:	ADIF BARCELONA SANTS STATION MODERNISATION
Project Number:	2024-0944
Country:	Spain
Project Description:	Modernisation and upgrade of the multi-modal railway station of Barcelona Sants aiming to improve the space available for rail passengers and optimise the mobility flows.
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

##### *Compliance with Applicable Environmental Legislation*

The Project consists of a complete renewal and expansion of the passenger building of Barcelona Sants railway station, renewal of its immediate surroundings, impermeabilization and improvement of resilience of the underground station. It does not fall within scope of the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU), and therefore no EIA has been carried out for the Project.

The Project is located in the city of Barcelona and is surrounded by densely urbanised areas. There are no Natura 2000 or other protected sites in the vicinity of the Project.

The main impacts during the construction phase are noise and vibrations, generation of construction waste, disturbance to traffic and mobility in the Project area as well as noise and nuisance to the passengers and employees of the station itself. The Project documentation sets out the mitigation measures to be implemented during construction, such as for limitation of noise and vibration and waste management.

Concerning the operation phase, the Project does not present any appreciable impacts comparing to the current situation other than a higher number of passengers that otherwise would have to travel on other modes.

##### *Vulnerability to the climate change*

The Project is sensitive to the climate change, in particular to the risk of increase of precipitations and storms. The Promoter carried out an analysis of vulnerability of the Sants station to the climate change. The identified vulnerabilities are addressed by either structural measures included in the Project, such as the construction of storm tanks, improvement of drainage and ventilation systems, or operational measures.

##### *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 dedicated to the transfer of passengers from rail to rail or from other modes to rail, therefore, it is considered to be aligned with the low carbon goal and have a substantial impact to climate mitigation. The climate risk of the Project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

<sup>1</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.



## **Social Assessment, where applicable**

### ***Land acquisition and resettlement***

The Project does not require any land acquisition or resettlement.

The implementation of the Project will impact several businesses (mostly retail and food and beverage services) located in the station building and which are renting space from ADIF. These impacts will be addressed in accordance with the corresponding rental contracts, some of which will be terminated in accordance with the provisions set out therein.

### ***Cultural Heritage***

The design of the square located to the north-west from the station (Plaça dels Països Catalans) received an architectural award (Fomento de las Artes y del Diseño) in 1980s. The Project includes the restoration of the square to its original design.

The Project includes appropriate procedures for archaeological chance finds during earthworks.

### ***Accessibility***

The modernised new station and its accesses 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. The project design has been analysed and adapted from a gender perspective, including amongst other better visibility and lighting, and elimination of dead spaces.

Gender tag: Significant.

## **Public Consultation and Stakeholder Engagement**

The relevant stakeholder consultation, in particular with the Municipality of Barcelona as well as neighbouring schools, social community centres and local communities, took place during the project preparation.

## **Other Environmental and Social Aspects**

ADIF AV, the rail infrastructure manager that will implement and operate the project, has an established environmental policy and operates an Environmental Management System in accordance with ISO 14001:2015. Further information is provided in the Annual Environmental Report published on the company's website.

ADIF AV handles requests for environmental information from the public through the general information contact mailbox, as indicated in the contact information on its website.

## **Conclusions and Recommendations**

The Project does not fall within the scope of the EIA Directive and there are no Natura 2000 or other protected sites in its vicinity.

The Project design includes appropriate mitigation measures for impacts during the construction, while no significant negative impacts during operation are expected.

The Project will improve the accessibility of the high speed and suburban railway service and hence the capacity of these railway services. Consequently, the project will contribute to a modal shift from aviation and road to rail.

The Project is acceptable for EIB financing in environmental and social terms.