

## Environmental and Social Data Sheet

### Overview

Project Name:	INFRAESTRUCTURAS FERROVIARIAS ADIF
Project Number:	2012-0224
Country:	Spain
Project Description:	Investments for the rehabilitation and upgrading of the existing conventional rail network in Spain. Investments concern freight terminals, stations, infrastructure, safety and security.
EIA required:	Multi-investment project, EIA requirements vary
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The Promoter complies with the requirements of EU EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 79/409/EEC. The project consists of investments on the existing railway network. Based on the nature of works included in the project, only minor adverse effects are expected on the environment. None of the investment schemes already identified falls under Annex I or Annex II of the EIA Directive 2011/92/EC. In the event that schemes to be identified later would fall under Annex I or Annex II of the Directive, either the non-technical summary of the EIA and the DIA or a decision issued by the competent authority for screening out the scheme, as appropriate, shall be submitted to the Bank before disbursement against those schemes.

Based on the nature of works and their location, none of the identified investment schemes is expected to have a significant effect on Natura 2000 areas according to the Habitats Directive 92/43/EEC and the Birds Directive 79/409/EEC. For schemes to be identified later that could have a potential effect on a conservation site as result of their proximity to such type of site, a certificate issued by the competent authority (Form A or Form B) shall be submitted to the Bank before disbursement against those schemes.

Despite some potential minor disturbances during construction, the project is expected to have an overall positive impact on the environment by increasing Spain's railway network attractiveness, thus promoting a modal shift from road to rail transport of people and goods.

Under these conditions, the project is acceptable for Bank financing.

### Environmental and Social Assessment

#### Environmental Assessment

The project is framed within the Strategic Infrastructures and Transport Plan (*Plan Estratégico de Infraestructuras y Transportes*, PEIT), which was subject to a Strategic Environmental Assessment (SEA) in 2005. The new Infrastructure, Transport and Housing Plan (*Plan de Infraestructuras, Transporte y Vivienda*, PITVI), currently under preparation, will also be subject to a SEA. The plan is expected to be approved by mid-2013.

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

ADIF complies with EU Directives, notably EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 79/409/EEC. ADIF has set-up an internal environmental procedure (*Procedimiento General de Gestión y Coordinación de Actividades Ambientales*, PG-22), which defines and establishes the internal environmental management processes and identifies the people or units responsible for their implementation. The PG-22 establishes the preparation of a Strategic Quality and Environmental Plan (*Plan Estratégico de Calidad y Medio Ambiente*), which shall be in line with ADIF's Strategic Plan. The PG-22 is the main tool for the implementation of ADIF Environmental Policy, in which sustainability and environmental protection are the company's core values and long-term objectives. ADIF's capacity and environmental procedures management are deemed good.

The project consists of investments in the existing conventional railway network. Investments concern freight terminals, stations, infrastructure, safety and security, and typically include special equipment for infrastructure maintenance, small works in buildings and facilities. Based on the nature of works included in the project, only minor adverse effects are expected on the environment. None of the investment schemes identified at this stage falls under Annex I or Annex II of the EIA Directive 2011/92/EC. Realignment of existing tracks is neither included nor is foreseen to be included in the project. There may be nuisances to the passengers in those investments involving stations and small disturbances to the environment during construction, mostly related to dust and noise emissions, the disposal of waste water, hazardous and non-hazardous waste, and the potential pollution of underground water and of soil. Most equipment included in the project (specialised rolling stock, signalling and telecommunications equipment, special equipment for infrastructure maintenance) is outside the scope of the EIA Directive 2011/92/EU.

Some schemes included in the project have not been identified yet, but as they consist of the same nature of works on existing railway infrastructure, they are not expected to fall neither under Annex I or Annex II. The Promoter will be required to submit to the Bank the non-technical summary of the EIA and the DIA (*Declaración de Impacto Ambiental*) or the screening out decision, as appropriate, for review and publication on the Bank's website prior to disbursement against these schemes.

According to their environmental management procedures, ADIF carries out environmental impact studies as part of the project design for certain investments which are not subject to an EIA under EU and national law but which might have a non-negligible impact, especially at local level. ADIF also established in 2009 an Action Plan concerning noise emissions for investments not subject to an EIA procedure, as, based on their experience, it is an impact that usually generates complaints and conflicts with affected people and municipalities.

Based on the nature of works on existing infrastructure, none of the investment schemes already identified is expected to have a significant effect on Natura 2000 areas. Nevertheless, the Promoter is required to provide the Bank with documentary evidence that the requirements of the Habitat Directive have been fulfilled prior to disbursement of EIB funds towards schemes not yet identified that might affect Natura 2000 areas as a result of their proximity to such sites, if any.

Project impacts will be minor and limited to the construction phase. Overall, the project will result in environmental benefits resulting from the increased efficiency and attractiveness of a modernised railway network. Project induced improvements in terms of reliability, comfort, accessibility and safety shall promote a modal shift from road to rail transport, thus contributing to a reduction of emissions associated to road transport.

### **Public Consultation and Stakeholder Engagement, where required**

According to its communication and transparency policy, ADIF informs the public of any investment works to be undertaken with a potential environmental and social impact, and provides a grievance mechanism for any claims made by the people affected by the investment in its neighbouring areas.