

Environmental and Social Data Sheet

Overview

Project Name:	MADRID URBAN TRANSPORT INFRASTRUCTURE
Project Number:	2012-0181
Country:	SPAIN
Project Description:	The project concerns the investment programme for the rehabilitation, renewal and upgrade of the infrastructure and rolling stock equipment of Madrid's metro network in Spain.

EIA required:	No
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Project included in Carbon Footprint Exercise ¹ :	No
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Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The Promoter has to comply with the requirements of EU EIA Directive 2011/92/EU and Habitats Directive 92/43/EEC. The project consists of an investment programme comprised of a large number of small schemes to rehabilitate and upgrade the existing metro network of Madrid. The investment schemes included in the project are not expected to fall under Annex I or Annex II of the EIA Directive 2011/92/EC and only minor adverse effects are expected on the environment.

Notwithstanding the above, the Promoter will have to confirm for every scheme that it does not require an EIA according to EU and national law, and if it does, submission to the Bank of the EIA and the non-technical summary of the EIA for review and publication on the Bank's website will be a condition prior to any fund allocation.

Based on the nature of works and their location, none of the 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. The Promoter is required to provide the Bank with documentary evidence that the requirements of the Habitat Directive have been fulfilled prior to allocation of EIB funds on any schemes affecting Natura 2000 areas.

Despite some potential minor disturbances during construction, the project is expected to have an overall positive impact on the environment by increasing Madrid's public transport attractiveness, thus promoting a modal shift from private vehicle to public transport use.

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

Environmental and Social Assessment

Environmental Assessment

The project consists of an investment programme with a large number of small schemes for the rehabilitation, modernisation and upgrading of the metro infrastructure in order to improve its efficiency, attractiveness and safety.

¹ 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 CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Metro de Madrid ("MdM") has to comply with EU's EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 79/409/EEC. MdM has a dedicated Environmental Department. MdM's capacity and environmental procedures management are deemed adequate. Environmental management procedures are integrated in the company's certified quality management systems, the effectiveness of which is regularly checked through internal and external audits.

Based on the nature of works included in the project, only minor adverse effects are expected on the environment. There may be small disturbances to the environment and nuisances to the passengers during construction, mostly related to dust and noise emissions and mainly affecting those investments involving stations, structures and buildings such as the provision of elevators and escalators in stations. The project may also generate some hazardous waste, which is handled according to MdM's waste management programme and in line with the relevant regulations. Most equipment included in the project (specialised rolling stock, signalling, lighting systems and telecommunications equipment) is manufactured in plants and thus outside the scope of the EIA Directive 2011/92/EU.

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 metro network. Project induced improvements in terms of reliability, comfort, accessibility and security shall promote a modal shift from private to public transport use, thus contributing to a reduction of emissions associated to private vehicle use.

The works are located in the existing metro network, therefore in areas mostly urbanised. A detailed analysis for the schemes performed during year 2014, shows that none of these schemes is located in Natura 2000 areas. An undertaking to the finance contract will require the Promoter to inform the Bank of any scheme included in the scope of the project impacting a Natura 2000 area and in that event the Promoter will have to provide the respective Form duly signed by the competent authority.

Other Environmental and Social Aspects

Sustainability is one of the core values and long-term objectives of MdM as a public transport company. MdM has an Environmental Management Plan updated yearly which defines a series of sustainability and environmental targets.