

Environmental and Social Data Sheet

Overview

Project Name:	Railway Infrastructure Upgrading & Safety Spain		
Project Number:	2012-0019		
Country:	Spain		
Project Description:	The project consists of investments for improving safety, rehabilitating and upgrading the conventional railway network in Spain.		
EIA required:		yes	
Project included in Carbon Footprint Exercise ¹ :		no	

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

The project consists of a number of schemes to rehabilitate and upgrade several sections of the existing conventional railway infrastructure. Although some of rehabilitation schemes do not require an EIA as there is no significant adverse impact on the environment, for some of the schemes an EIA was required and completed, in particular for schemes on the Ronda-Algeciras line and some electrification works on the line Medina del Campo-Salamanca line. Finance will be conditional upon the Promoter providing further information on EIA's completed.

Project schemes are in some cases adjacent to, or crossing through, a NATURA 2000 site. For most schemes, the Competent Authority stated that no significant adverse impacts are expected. Finance will be conditional upon receipt of a similar declaration for one of the remaining schemes.

The Project will contribute to supporting sustainable transport by making rail transport more attractive and better placed to face modal competition from road. The project is expected to contribute to climate change mitigation by reducing CO₂ emissions due to modal shift and the electrification in the line Medina del Campo-Salamanca.

The project is acceptable from an environmental perspective.

Environmental and Social Assessment

Environmental Assessment

Schemes include the rehabilitation of the existing railway lines Torrelavega – Santander – Barcena and San Sebastian – Irun, rehabilitation of a section of the railway line Ronda – Algeciras, electrification of the existing railway line Medina del Campo – Salamanca, and the construction of railway stops in Madrid's commuter network. The project also concerns repair works for damaged embankments along the railway infrastructure in the north of Spain due to extreme weather conditions at the beginning of 2014.

The schemes fall either under the PEIT (Plan Estrategico de Infraestructuras y Transporte 2005-2020) or the PITVI (Plan de Infraestructuras, Transporte y Vivienda 2012-2024) both

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.

subject to Strategic Environmental Assessment (SEA). The PEIT was approved including its SEA in July 2005, the PITVI was made public including its SEA in January 2014.

Most of the rehabilitation schemes in this project do not fall under Annex II of the EIA directive, as these have no significant adverse effect on the environment. The Competent Authority decided that for some schemes, in particular on the Ronda-Algeciras line and some of the electrification works on the Medina del Campo-Salamanca line do fall under Annex II or Annex I of the Directive 2011/92/EU and have been subject to an EIA, with Environmental Consent Declarations (DIA's in Spanish) being published in October 2006 and March 2010 respectively. A disbursement condition has been set so that the Promoter provides the Non-Technical Summaries related to the EIA's mentioned above.

Project schemes are in some cases adjacent to, or crossing through a NATURA 2000 site. The Competent Authority stated that no significant negative impacts are expected on the section San Roque Mercancías in the line Ronda-Algeciras and in the line Medina del Campo-Salamanca. A similar declaration (Form A) for the section Cortes de la Frontera-San Pablo Buceite in the Ronda-Algeciras line will be requested as a disbursement condition.

The sections included from the Ronda-Algeciras line runs close or cross several Natural Conservation Sites:

- Parque Natural, LIC Y ZEPA ES0000049 de Los Alcornocales;
- Parque Natural, LIC Y ZEPA ES0000031 de La Sierra de Grazalema.

The line Medina del Campo-Salamanca runs through the following Natura 2000 Sites:

- ZEPA ES0000204 Tierra de Campiñas
- LIC ES4180147 Humedales de Los Arenales
- ZEPA ES0000208 Llanuras de la Guareña

The EIA's prescribe several measures to mitigate potential harmful effects on these sites including: (i) restrictions on the location of works (e.g. on rivers to protect the otter); (ii) restrictions on the timing of tree and shrub clearing to protect nesting; (iii) subsequent monitoring on the sites.

The project is expected to have an overall positive impact as electrification will give rise to a reduction of emissions on a train-km basis in the Medina del Campo-Salamanca line. Schemes being rehabilitated and upgraded will encourage a modal shift from road to rail.

Public Consultation and Stakeholder Engagement

For the schemes on the Ronda-Algeciras section public consultation was carried out in line with applicable legal timings. The EIA report was disclosed for public comments along with the preliminary design on November 2005. Thirteen allegations were received during this period, two of which were from individuals. Allegations were taken into account by the Promoter. The final DIA (Declaración de Impacto Ambiental or Environmental Consent) was obtained on 18 October 2006.

For the schemes on the Medina del Campo-Salamanca line, consultation was carried out in line with applicable legal timings. The EIA report was disclosed for public comments along with the preliminary design on November 2004. Ten allegations were received during this period. Allegations were taken into account by the Promoter including the change of design for the electrification system. The final DIA was obtained on March 2010.