

## Environmental and Social Data Sheet

### Overview

Project Name:	MEDITERRANEAN RAILWAY CORRIDOR
Project Number:	2013-0068
Country:	Spain
Project Description:	The project consists of the construction of 46 km of new standard double track infrastructure, the so-called "Variante de Vandellos" branch and the transformation of 339 km of the existing Spanish gauge into interoperable European gauge between Castellbisbal (Barcelona) and Almussafes (Valencia) along the Spanish Mediterranean Core Network Corridor.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes

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

The project consists of two components: (i) the first component is the implementation of an interoperable dual gauge railway line along the Spanish Mediterranean coast (Mediterranean Corridor – "MC") from Castellbisbal (Barcelona) to Almussafes (Valencia); (ii) the second component, Vandellos branch, is the connection of MC with the HSL Madrid-Barcelona.

The section Castellbisbal-Martorell of MC falls under Annex II of the EU EIA Directive and has been screened out for an EIA. For all other sections in MC, compliance with environmental requirements will be assessed upon receipt of an analysis on environmental impacts from the promoter; a correspondent disbursement condition will be included in the finance contract. The Vandellos branch falls under Annex I of the EU EIA Directive and has been subject to an EIA.

Project schemes are in some cases adjacent to, or crossing through, a NATURA 2000 site. For both components, the Competent Authority stated that no significant adverse impacts are expected.

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 CO<sub>2</sub> emissions due to modal shift.

The project is acceptable from an environmental perspective.

### Environmental and Social Assessment

#### Environmental Assessment

The schemes have been incorporated into the latest Strategic Plans, the PEIT (Plan Estratégico de Infraestructuras y Transporte 2005-2020) or the PITVI (Plan de Infraestructuras, Transporte y Vivienda 2012-2024) both 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.

<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.

The section of the project running along the Mediterranean Corridor between Castellbisbal and Almussafes is being carried out on existing infrastructure, the section Castellbisbal-Martorell falls under Annex II of the EU EIA Directive and has been screened out for an EIA. For all other sections in MC, compliance with environmental requirements will be assessed upon receipt of an analysis on environmental impacts from the promoter; a correspondent disbursement condition will be included in the finance contract. The Vandellos branch falls under Annex I of the EU EIA Directive and has been subject to an EIA. An Environmental Impact Statement, EIS, for this component was obtained on December 2002 incorporating the modifications to the original project which received an EIS in 1998.

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 either the Vandellos branch or the Mediterranean Corridor section Castellbisbal-Almussafes.

The sections included in the Vandellos branch run relatively close to the following Natura 2000 sites:

- LIC ES5140007 Litoral tarragoní,
- ZEPA ES5140008 Muntanyes de Prades

Section Castellbisbal-Almussafes of the Mediterranean Corridor runs through or close to several Natura 2000 Sites. Competent Authorities (Generalitat de Catalunya and Generalitat Valenciana) confirmed that no impacts were expected as this section develops on existing infrastructure and the nature of the works is relatively insignificant. Impacts during construction are deemed minor. Impact during operations on this section relates mainly to noise in urban and residential areas, this will be mitigated upon implementation of the noise barriers as recommended by the Competent Authority.

The Vandellos branch EIA prescribes several measures to mitigate potential harmful effects during construction including: (i) restrictions on the location of works; (ii) protection of hydrological system avoiding pollution and border effect; (iii) restrictions on the time of works; (iv) best practices to limit dust and noise. Some of the measures during operation include: (i) facilitate animal crossing; (ii) bird protection around electrification system and viaducts. Noise impact will be limited as this new section runs mainly outside urban areas.

The project is expected to decrease the negative impacts associated with road traffic and have positive impacts on the environment due to the modal transfer of freight traffic from road to rail in the Mediterranean Corridor as well as enhancing railway passenger traffic associated with the new Vandellos branch.

## **EIB Carbon Footprint Exercise**

The project is included on the following basis:

- Forecast absolute (gross) third party emissions are 65 600 tonnes of CO<sub>2</sub> equivalent per average operating year; and
- Forecast emissions savings are 89 700 tonnes of CO<sub>2</sub> equivalent per average operating year.

The project boundaries are:

- In the absolute case, the section of the Mediterranean Corridor between Castellbisbal and Almussafes / the Vandellos branch
- In the baseline case, both (i) the section of the Mediterranean Corridor between Castellbisbal and Almussafes / Vandellos branch; and (ii) the road network in the same sections.

The forecasts in the baseline and absolute cases are based on Services' assumptions about the workload of rail services, energy consumption per train x km and the national grid emission factor. In the baseline case, a portion of emissions from cars and buses is included, equivalent to those trips expected to shift from road to rail in the "with project" case.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

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

An Environmental Impact Statement, EIS, for this component was obtained on December 2002 incorporating the modifications to the original project which received an EIS in 1998. Public consultation was held in line with applicable legal timings. The final EIA report was disclosed for public comments on December 2001. Eighty four allegations were received during this period, several allegations requesting an alignment change were taken into account by the Promoter (for instance to protect the Mas Calvo Cultural Heritage site, the Turo school, etc.). The final EIS (Environmental Impact Statement) was obtained on 4 December 2002 and slightly amended on 1 March 2003 taking into account numerous allegations requesting a “direct connection” instead of an “antenna connection” to HSL Madrid-Barcelona. The section Castellbisbal-Martorell of the Mediterranean Corridor has been screened out of an EIA, public consultation was not mandatory and has not been carried out. The screening decision was however made available to the public as requested by the EIA Directive.

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