

Environmental and Social Data Sheet

Overview

Project Name: ERTMS & SAFETY INFRASTRUCTURE
 Project Number: 2014-0262
 Country: Spain
 Project Description: Installation of command control and signalling equipment in particular, deployment of European Rail Traffic Management System (ERTMS) on several high-speed and conventional rail lines in Spain.

EIA required: Yes
 Project included in Carbon Footprint Exercise¹: No

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

The project consists of installation of track-side and indoor command control and signalling (CCS) equipment on high speed (HS) and conventional rail (CR) lines. This type of works normally falls outside the scope of the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU).

The project is subdivided into six schemes.

Three schemes are part of bigger projects that include the major works of construction or upgrading of railway lines. These bigger projects fall within the scope of the EIA Directive and have been subject to the full EIA procedure. In some cases, these bigger projects run through or are close to a Natura 2000 site; the competent authorities stated that no significant adverse impacts are expected.

Three other schemes are stand-alone CCS projects that do not fall within the scope of the EIA Directive. According to the Spanish environmental legislation a simplified EIA may be necessary if a Natura 2000 site may be affected. The likelihood of the impact of the project on these sites will be analysed at a later stage. An undertaking concerning the completion to the satisfaction of the Bank of any required assessment before using any funds from the EIB loan for the component in question will be included in the finance contract.

The Project will contribute to supporting sustainable transport by making rail transport safer, more attractive and better placed to face modal competition from road and aviation. The project is expected to have some contribution to climate change mitigation by reducing CO₂ emissions due to modal shift.

The project is acceptable from an environmental perspective.

Environmental and Social Assessment

Environmental Assessment

Concerning the three schemes that are part of bigger projects that have been subject to EIA:

(i) HS Line Valladolid – Venta de Baños – Burgos

The construction of this new HS line was subject to an EIA and the Environmental Impact Statement (EIS) was issued in July 2006.

Several Natura 2000 sites are situated in the area of the project, ES4140082 “Riberas del río Pisuerga y Afluentes”, ES4120071 “Riberas del río Arlanza y Afluentes”, ES4120072 “Riberas del río Arlanzon y Afluentes”, ES4140053 “Montes del Cerrato” and ES0000220 “Riberas del Pisuerga”. On the basis of an appropriate assessment, the competent authority (*Ministerio de Agricultura, Alimentación y Medio Ambiente*) considered that the project will have no negative impact on these sites. This was documented by means of Form A.

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.

(ii) HS Line Vigo – Santiago

This substantial upgrading of the existing line, transforming it into a HS line and including construction of some sections on a completely new alignment, was subject to several EIAs and EISs.

In 1998 an EIA was carried out, for modernisation up to 160 km/h, and the EIS was issued in February 2000. After that, due to the modifications introduced in the project to raise the speed to 200/220 km/h, for some sections new EIAs were carried out and for other sections the modifications were screened out by the competent authorities. These EIAs, EISs and screening out decisions are summarised in the following table:

Section	EIA, EIS and screening out decisions
Variations of the alignment in Portas	No new EIA was considered necessary. The original EIS was amended in October 2001.
Vigo - Pontevedra	EIA was carried out in October 2002 and EIS was issued in June 2005. In addition, later modifications of the section close to the Vigo Urzáiz station was screened out in November 2008.
Pontevedra - Portela	EIA was carried out in two steps in 2002 and 2005 and EIS was issued in March 2006. In addition, a later modification of the alignment was screened out in January 2008.
Vilagarcía de Arousa-Padrón	EIA was carried out in 2002 and EIS was issued in November 2005. In addition, later modifications of the Vilagarcía – Catoira section and of the Viaduct over the River Ulla were screened out in June and August 2007, respectively.

The high voltage overhead lines of the power intakes of the traction power substations were not subject to an EIA, as their length is below the 3 km threshold set out in the Spanish transposition of Annex 2 of the EIA Directive.

The project runs through two Natura 2000 sites, ES1140002 “Río Lérez” and ES1140001 “Sistema fluvial Ulla – Deza”. In both cases, the line crosses the river on a viaduct and the EIS defines specific measures so that impact on the sites is avoided. The project also runs close to another Natura 2000 site, ES1140016 “Ensenada de San Simón”. On the basis of an appropriate assessment, the competent authority considered that the project will have no negative impact on these sites. This was documented by means of Form A.

(iii) CR Line Seville – Cádiz

On some sections of this line the track-side CCS equipment is installed on existing line and on some other sections it is combined with infrastructure upgrading works. As far as EIA is concerned the line may be subdivided in the following sections:

- Seville – Dos Hermanas. On this section the track-side CCS equipment is installed on existing infrastructure and the project does not fall within the scope of the EIA Directive.
- Dos Hermanas - Utrera. On this section there are works of construction of the second track. These works fall in Annex II of the EIA Directive and the competent authority screened the project out. Therefore no EIA is required.
- Utrera - Jerez de la Frontera Airport. On this section there are upgrading works. An EIA was carried out and in October 2002 an EIS was issued by the competent authority.
- Jerez de la Frontera Airport – Cádiz. On this section the track-side CCS equipment is installed on existing infrastructure and the project does not fall within the scope of the EIA Directive.

The main residual negative impacts of these schemes are those typical for the construction of railway lines, such as noise, change of the landscape, severance and land take. The compensation measures include, noise screens, measures for minimising the land take, over and underpasses for vehicles and pedestrians and fauna crossings.

Concerning the three other schemes, (iv) CR Line Santiago – A Coruña, (v) Madrid commuter trains network and (vi) Barcelona commuter trains network, these are stand-alone CCS projects consisting in installing the equipment on the existing lines. Some of these lines run through or close to Natura 2000 sites. It may happen that some works, in particular the GSM-R base station antenna masts, for technical reasons need to be erected within or close to Natura 2000 sites. In this case, according to the Spanish legislation transposing the EIA Directive a simplified EIA would need to be carried out. At this stage the full radio-electrical studies have not yet been completed and the exact position of the masts has not yet been defined.

Public Consultation and Stakeholder Engagement, where required

Public consultation took place for the projects that required an EIA. The EIAs were made available to the public. The allegations were analysed and taken into account in the EIS, which were made public in their turn.

In the beginning of 2015, an association of track-side dwellers lodged a complaint concerning the procedure of administrative authorisation of high voltage line of the intake of a traction power substation. The outcome of this complaint is not yet available. Neither the high voltage line nor the substation are financed by EIB.