

## Environmental and Social Data Sheet

### Overview

Project Name:	RENFE RAIL STATIONS UPGRADE PLAN (FL)
Project Number:	2015-0497
Country:	Spain
Project Description:	The project is a major allocation under the Framework Loan RENFE RAILWAY UPGRADE AND ROLLING STOCK (200150068). The plan consists of investments to upgrade about 111 stations mainly on the commuter railway networks of Madrid and Barcelona and some others on the commuter railway networks of Asturias, Bilbao, Cadiz, Cataluña, Malaga, Murcia, San Sebastian, Santander, Sevilla, Valencia and Zaragoza. Upgrade works include the adaptation of stations to improve accessibility, re-design of platforms to allow operation of long passenger trains and various other improvements.
EIA required:	no
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 is Renfe Operadora which is an experienced promoter that integrates environmental management as part of its broad management systems. The company methodologically applies environmental management tools in order to ensure comprehensive supervision of the Environmental issues during operations within the network. This is done under the coordination and supervision of the Environment and Energy Efficiency Division of the company, under the Economic and Financial Affairs Directorate General.

The station upgrades included in the project fall outside of the scope of the EIA directive (2011/92/EU).

Prior to the allocation, the Promoter shall provide a copy of the opinion of the competent authority confirming that the schemes of upgrading of the stations located close or within nature conservation sites do not impact significantly on nature conservation sites (Form A).

Under the above condition being met, the project is acceptable for EIB financing.

### Environmental and Social Assessment

#### Environmental Assessment

The project will provide a better accessibility to 111 stations of the commuter rail networks of the country, thus having a positive impact on the population. Upgrade works are carried out within the station boundaries and consist of the adaptation of the current facilities typically by i.e. enlarging the existing underpasses, installing a lift and increasing the height of the platform to reduce the vertical gap with the train. In application of its environmental management system the Promoter analysed the extent of the works and concluded that they do not fall within the scope of the EIA Directive. The Promoter will develop an Environmental Management Plan (EMP) for each one of the stations to be upgraded incorporating all the necessary mitigation measures for all impacts caused during construction in accordance with the relevant EU and national legislation. Typical measures are the identification of dumping

<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.

sites and prevention and control of spillage of oil and other pollutants run-offs. Works are carried out without rail service interruption so temporary facilities have to be provided to minimise nuisances on passengers and construction methodology has to address increased noise, pollution and dust over the construction period. Residual impacts are expected to be minor and manageable.

Some of the stations are located close to or within nature conservation sites:

<b>Stations</b>	<b>Protected Site</b>
Bahía Sur and San Fernando (Cadiz)	Parque Natural de la Bahía de Cadiz (ES0000140)
Montcada i Reixach and Montcada Bifurcació (Barcelona)	Litoral Septentrional - Serralada Marina (ES5110011)
Sant Celoni (Barcelona)	Litoral Septentrional - Serres del Montnegre-El Corredor (ES5110011)
Mataró (Barcelona)	Costes del Maresme (ES5110017)
Ventas de Irún (Guipúzcoa)	Txingudi-Bidasoa (ES2120018)

Although works are not expected to impact significantly on the sites, this should be confirmed by the competent authority accordingly.

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

None of the station upgrades included in the plan has been or will be subject to an EIA assessment and, thus, no public consultation is required.

### **Other Environmental and Social Aspects**

The environmental policy of Renfe Operadora is based on the so-called Environmental Decalogue, in place since 2005, that compiles ten basic principles that set the basis for achieving an environmental management system that can be considered as best practice in the rail sector.

Renfe is also in the process of achieving ISO 14001 environmental management certification for each one of its different areas of activities. Currently, several high speed lines such as Madrid-Sevilla and Madrid-Málaga have already achieved so.

Details of Renfe Operadora's environmental responsibility themes are published in the Annual Sustainability Report of the company.