

Luxembourg, 19 September 2017

Environmental and Social Data Sheet

Overview

Project Name:	METRO DE MADRID INFRASTRUCTURE UPGRADE
Project Number:	2017-0261
Country:	SPAIN
Project Description:	The project concerns the investment programme for the rehabilitation, renewal and upgrade of the infrastructure of Madrid's metro network in Spain.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project consists of a Framework Loan in support of an investment programme including a large number of small sub-projects in order to improve efficiency, attractiveness to the passengers and safety in the metro network. The investments include: (a) Rehabilitation and upgrading of stations (buildings and equipment) including measures to improve accessibility for people with reduced mobility; (b) purchase of rolling stock spare parts and rolling stock upgrading; (c) upgrading and rehabilitation of track and structures; (d) specialised equipment / tools; (e) upgrading of signalling technology; and (f) integral control centre for the full metro network operation.

The investment sub-projects included in the project are not likely to fall under Annex II of the EIA Directive. 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.

Notwithstanding the above, the Promoter will have to confirm for every sub-project 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 sub-projects 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. The Promoter will have to provide the respective Form duly signed by the competent authority.

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.

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Metro de Madrid (METRO) capacity and environmental procedures management are deemed adequate for the nature of the works. 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. These disturbances described above are considered to be temporary and deemed acceptable.

The project may also generate some hazardous waste, which is handled according to METRO's environmental management plan and in line with the relevant regulations.

Other Environmental and Social Aspects

METRO has an Environmental Management Plan and is certified under norm UNE-EN-ISO 14.001:2004 for environmental management.

There are no relevant social aspects to be highlighted.

Conclusions and Recommendations

Despite the potential minor and temporary disturbances during construction described in the section above, the project is expected to have an overall positive impact on the environment by increasing Madrid's public transport attractiveness and energy efficiency in the metro system, thus promoting a modal shift from private vehicle to public transport use and contributing to a reduction of emissions associated to private vehicle use and energy consumption in the metro system. Therefore, the project supports EU's and EIB's climate change mitigation objectives.

Based on the nature of works and their location, none of the investment sub-projects is expected to have a significant effect on the environment. Nevertheless, prior to each allocation, the Promoter needs to fulfil the following conditions:

- The Promoter is required to confirm for every scheme that it does not require an EIA according to EU Directives or the applicable national law, and if it does, he will have to submit to the Bank the EIA and the non-technical summary of the EIA,
- For any sub-projects affecting Natura 2000 areas, the Promoter is required to provide the Bank with documentary evidence that the requirements of the Habitat Directive have been fulfilled. The Promoter will have to provide the respective Form A or B duly signed by the competent environmental authority.

In addition, the Promoter will undertake to:

- Ensure that, for sub-projects requiring an EIA, the Non-Technical Summaries of EIAs are made available to the public.
- Keep available updated relevant documents, such as documents supporting compliance with EU environmental Directives, to be promptly provided to the Bank upon request



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(with reference to the commitment in the EIB's public disclosure policy on responses to external enquiries).

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