

Environmental and Social Data Sheet

Overview

Project Name: CLEAN URBAN TRANSPORT PROGRAMME LOAN SPAIN
Project Number: 2018-0060
Country: Spain
Project Description: Financing the renewal and improvement of urban public bus transport fleets and its related infrastructure to improve the quality of the services and to have cleaner fleets. The programme falls under the Cleaner Transport Facility.

EIA required: No

Project included in Carbon Footprint Exercise¹: no

(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

Environmental and Social Assessment

Environmental Assessment

The project consists of a Programme Loan to support both public and private promoters operating under a public service contract responsible for transport of passengers in urban areas in Spanish municipalities. The Programme Loan appraises the overall programme/project. The sub-projects that will subsequently be allocated under it and that will be implemented either by public or private Promoters, will be appraised individually, based on the criteria defined in the Programme Loan.

The project may include:

- Renewal and improvement of urban public bus transport fleets (Diesel EURO 6, electricity, hydrogen, biofuels and natural gas)
- Associated infrastructure needs:
 - Software;
 - IT systems;
 - Charging and refuelling stations (CNG stations in existing depots, electric stations, etc.).

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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- Associated maintenance vehicles:
 - All types of vehicles giving support to bus operation.
- Related infrastructure to improve the quality of the services:
 - Adaptation of existing depots for the vehicles.

The manufacturing of rolling stock (both buses and associated maintenance vehicles), software and IT systems for bus operation and charging and refueling stations do not fall within the scope of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. Therefore, no EIA will be required for these components. The Bank will request, after project completion, information from the Promoters on the disposal of the buses and maintenance vehicles to be replaced.

The adaptation of existing depots for the vehicles falls under Annex II of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. This component is likely to be screened out and no land acquisition is expected to be required. The Bank will request the competent authority's decision. The Bank will not finance components that need an EIA within this Programme Loan. Therefore, if project components are screened in, they will be appraised and financed under a separate operation.

Overall, the project is expected to have a positive environmental impact. The renewal and improvement of public transport including the deployment of cleaner technology will contribute to reduced pollution and noise, as well as low-carbon transport and will allow an increase in energy efficiency. In addition, the investments will have the capacity to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or increase public transport share.

Given the nature of the project, no impacts on Natura 2000 or other protected sites are expected.

Impacts during the construction phase of the infrastructure components (charging and refuelling stations and adaptation of existing depots for the vehicles) are expected to be minimal.

Social Assessment

The foreseen project activities and outputs are not likely to trigger any of the Bank's social standards. Potential infrastructure construction activities are expected to be carried out in all cases within the existing right-of-way and facilities owned by the Promoter and/or on the street, therefore no expropriation or resettlement is foreseen within the project.

Public Consultation and Stakeholder Engagement

Public consultation is not applicable to this project. However, the Promoters will be asked to provide any information on stakeholder engagement or any public consultation that might have taken place to take into account the opinion of civil society in general and especially on accessibility for people with reduced mobility.

Conclusions and Recommendations

The project is expected to have a positive environmental impact. The renewal and improvement of public transport including the deployment of cleaner technology will contribute



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to reduced pollution and noise, as well as low-carbon transport and will allow an increase in energy efficiency. In addition, the investments will have the capacity to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or increase public transport share.

Disbursement conditions

For infrastructure components, the Promoters shall provide the Bank, if applicable, with the screening out decision in the context of the EIA Directive from the competent authority before the first disbursement.

Undertakings

- The Promoter undertakes to dispose of or decommission in a proper way the buses and maintenance vehicles to be replaced.

Subject to this condition being met, the project is acceptable for EIB financing in E&S terms.