

Public**Environmental and Social Data Sheet****Overview**

Project Name:	ADIF SUBURBAN RAILWAY FRAMEWORK LOAN
Project Number:	20180248
Country:	Spain
Project Description:	The project consists of several railway infrastructure renewal and upgrading schemes in five metropolitan areas (Asturias, Barcelona, Cantabria, Madrid and Valencia). The schemes comprise the renewal and modernisations of civil works, track, electrification and signalling, improvements of safety (e.g. removal of level crossings) and accessibility of stations.
EIA required:	Multi-scheme projects; requirements may vary
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment**Environmental Assessment**

The project consists of approximately 350 schemes, all of them included in the investment plans for the suburban railway networks of Asturias, Barcelona, Madrid, Santander and Valencia, in Spain.

The project is part of broader plans of modernisation and improvement of the suburban rail networks of these 5 metropolitan areas to be implemented by 2025. These plans are included in the Infrastructure, Transport and Housing Master Plan “*Plan de Infraestructuras, Transporte y Vivienda PITVI (2012-2024)*”, which has been subject of a Strategic Environmental Assessment (SEA) in accordance with Directive 2001/42/EC. They were also included in earlier strategic plans, such as the “Strategic Plan for Transport Infrastructure 2005-2020”, which was also subject of a SEA.

This project comprises the first phase of the adopted investment plans, encompassing schemes of renewal and modernisations of civil works, track, electrification and signalling, improvements of safety (e.g. removal of level crossings) and accessibility to stations to be completed by 2022. The project does not include any schemes consisting of building new infrastructure or significantly extending the capacity of the existing one.

The Environmental Impact Assessment (EIA) requirements for schemes included in the project may vary. The schemes included in the project will be implemented mostly within the existing right of way and due to their nature are not likely to have any significantly adverse effects on the environment; hence, most schemes are not likely to fall under the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). This will be analysed on a case by case basis together with any potential significant negative impacts on areas included in the Natura 2000 network according to the Habitats Directive (Directive 92/43/EEC) and the Birds Directive (Directive 2009/147/EC).

The main project negative impacts will be those related to the construction phase, such as dust, noise and vibration, nuisance to passengers and track-side dwellers. The design project for every scheme will include the necessary mitigation measures, whose implementation and effectiveness will be monitored by ADIF throughout the implementation.

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.

Overall, the project will contribute to improvement of quality and reliability of railway services, and thus to the modal shift from road to rail with the consequent reduction of energy consumption, noise, and emissions of pollutants and CO₂.

The Promoter, ADIF, has extensive experience in implementing schemes of this nature. It integrates environmental management as part of its broad management systems and methodically applies environmental management tools in order to ensure comprehensive supervision of the environmental aspects during preparation, implementation and operation of this kind of schemes.

Allocation of the framework loan to particular schemes will be subject to ex ante approval by the Bank. For the schemes that may fall under the EIA Directive or require an assessment according to Article 6(3) of the Habitats Directive, the Promoter will submit to the Bank the relevant documents providing evidence of compliance with these directives.

Social Assessment, where applicable

The project includes modernisation of stations and bringing them into conformity with the requirements concerning accessibility for persons with disabilities and persons with reduced mobility.

Other Environmental and Social Aspects

ADIF, the rail infrastructure manager that will implement and operate the project, has an established environmental policy and operates an Environmental Management System in accordance with ISO 14001:2015. Further information is provided in the Annual Sustainability Report published on the company's website.

ADIF handles requests for environmental information from the public through the general information contact mailbox, as indicated in the contact information on its website.

Conclusions and Recommendations

The project is expected to include around 350 schemes, EIA requirements for which may vary. Due to their nature most of the schemes are expected to be outside the scope of the EIA Directive. This will be analysed on a case by case basis together with any potential significant negative impacts on protected areas included in the Natura 2000 network.

ADIF is an experienced Promoter. It integrates environmental management as part of its broader management systems, and methodically applies environmental management tools, in order to ensure comprehensive supervision of the environmental aspects during preparation, implementation and operation of investments.

The Finance Contract will include an allocation condition requiring the promoter to submit to the Bank evidence that for any scheme presented for allocation the relevant environmental consent process, if applicable, has been completed and that the scheme complies with the requirements of the Habitats Directive concerning the potential impacts on nature conservation sites. Additional undertakings may be defined at the allocation stage.

The Promoter shall store and keep updated the relevant documents concerning the compliance with the environmental legislation. In case the EIB requires such documentation for any of the schemes included in this operation, the Promoter shall promptly provide all documents requested.

The residual negative impacts of the project during the construction and operation are limited and partly offset by the expected improvement of reliability, efficiency and safety of the railway services and the consequent contribution to preventing a modal shift towards road.

With these conditions in place, the project is acceptable for EIB financing in environmental and social terms.