

Environmental and Social Data Sheet

Overview

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| Project Name: | <i>TB clean urban transport fleet renewal</i> |
| Project Number: | <i>2018-0474</i> |
| Country: | <i>Spain</i> |
| Project Description: | <p><i>The project is presented under the Clean Urban Transport Programme Loan Spain (2018-0060) approved by the Board of Directors on July, 17th 2018, to support both public and private promoters operating under a public service contract responsible for transport of passengers in urban areas in Spanish municipalities.</i></p> <p><i>The project includes: (i) the renewal of Barcelona's urban public bus transport fleet within the period 2018-2021 (natural gas, hybrid diesel/electric and electricity) and (ii) the construction of associated infrastructure needs, namely on-board IT systems and electric charging stations.</i></p> <p><i>The operation falls under the Cleaner Transport Facility.</i></p> |
| EIA required: | <i>no</i> |
| Project included in Carbon Footprint Exercise ¹ : | <i>no</i> |

Environmental and Social Assessment

Environmental Assessment

The project is presented under EIB's 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 (Clean Urban Transport Programme Loan Spain, 2018-0060).

The project includes: (i) the renewal of part of Barcelona's urban public bus transport fleet and (ii) the construction of associated infrastructure needs, namely on-board IT systems and electric charging stations. It is in line with the new Sustainable Urban/Metropolitan/Regional Mobility Plans (2019-2014), on which the local public administrations (Barcelona City Hall, Metropolitan Area and the Public Authority) are working and which should be released and approved soon.

The manufacturing of rolling stock (buses), software and IT systems for bus operation and charging 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. The Bank will request, for electric charging stations components, the technical report of the project. The Bank will request, after

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.

Luxembourg, 11 May 2019

project completion, information from the Promoter on the disposal of the buses to be replaced.

The Promoter will bring the electricity to the charging stations from their metro electric infrastructure.

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 in Barcelona, 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 stations) are expected to be minimal.

Social Assessment, where applicable

The project activities and outputs are not likely to trigger any of the Bank's social standards. Charging stations will be built within the existing right-of-way and facilities owned by the Promoter and on the street, therefore no expropriation or resettlement are foreseen within the project.

Public Consultation and Stakeholder Engagement

Public consultation is not applicable to this project. However, the Promoter 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 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 electric charging stations components, the Promoter shall provide the Bank with the technical report of the project.

Undertakings

- The Promoter undertakes to dispose of or decommission the buses and maintenance vehicles to be replaced in line with applicable EU legislation and best practice.

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