

Environmental and Social Data Sheet

Overview

Project Name:	SPANISH SUBURBAN AND REGIONAL ROLLING STOCK	
Project Number:	2018-0880	
Country:	Spain	
Project Description:	The project consists of acquisition of 72 bimode (electric and diesel) and electric trainsets to replace ageing rolling stock in the suburban networks of Valencia and Murcia as well as regional rail services across Spain.	
EIA required:	No	
Project included in Carbon Footprint Exercise ¹ :	Yes	

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

Environmental and Social Assessment

Environmental Assessment

The project consists of the acquisition of up to 17 electric and 55 bimode (electric and diesel) multiple units.

Purchase of rail rolling stock is not regulated by the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the project.

The new rolling stock will be used for services in the suburban networks of Valencia and Murcia (29 bimode units) and regional services across Spain (17 electric and 26 bimode units). It will replace old vehicles that are at the end of or beyond their economic life, do not meet the current passengers expectations of performance and comfort and are a deterrent for those who would potentially switch from private car to rail. In addition, the new trainsets for regional services will allow increasing the speed to up to 200 km/h on the sections where the infrastructure allows this, while the existing trainsets' maximum speed is 160 km/h. The project is expected to increase the attractiveness of rail services compared to the current situation. In addition, in the absence of such investments, the existing rail service quality would further deteriorate and encourage the use of private cars.

The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. In addition, the bimode units will only use diesel traction on the non-electrified sections of the lines, while the existing old rolling stock to be replaced by these units uses diesel traction along the entire route, be it electrified or not. This feature will allow additional CO₂ emissions savings as soon as electrification projects planned on the network have been completed.

The new rolling stock will be in conformity with the relevant requirements concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

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The maintenance of the new rolling stock will be carried out in several new and existing depots, some of which will be extended and modernised. In particular, this includes construction of new depots in Badajoz (ongoing) and Almería (planned), and planned extension of the existing depots in Irún, Santander and Valencia. The works of construction and extension of depots are not yet fully defined and may fall within the scope of the EIA Directive. The construction and the extension of the depots is expected to be carried out within the area currently occupied by the railway, and there will be no additional land take. These works of construction, extension or modernisation of depots are not planned to be financed by the Bank as part of this operation.

The replaced rolling stock will be scrapped by companies specifically authorised for this activity.

EIB Carbon Footprint Exercise

The project is included on the following basis:

Estimated annual greenhouse gas emissions from the use of the project in a typical year of operation over a 30-year operating assessment period:

- Forecast absolute (gross) emissions are about 34,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are about 9,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the new rolling stock operating on the corresponding rail network.
- In the baseline case: the existing rolling stock operating on the same lines. On a conservative basis, the Carbon Footprint exercise has not taken into account any potential modal shift diverted to road in the absence of investment.

The forecasts in the baseline and absolute cases are based on project specific assumptions about fuel and electrical energy consumption of rail operations, as well as share of electric traction for bimode trains.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

Conclusions and Recommendations

The project is expected to prevent modal shift from rail to road. By comparison with the “without project” scenario, in which the quality of rail services would deteriorate, it will thus result in a higher modal share of rail. The project is expected to have positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO₂ emissions.

The Promoter shall undertake to submit evidence of compliance of the construction of the new and extension of the existing depots used for maintenance of the project rolling stock with the applicable Directives, in particular the EIA (Directive 2011/92/EU) and Habitats (Directive 92/43/EEC). For the ongoing works this will be required prior to the first disbursement of the loan.



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Under the conditions indicated above, the project is acceptable for EIB financing from an environmental and social perspective.