

Environmental and Social Data Sheet

Overview

Project Name:	RENFE SUBURBAN SUSTAINABLE TRANSPORT MADRID
Project Number:	2018-0190
Country:	Spain
Project Description:	The project consists of acquisition of 211 electric trainsets of high capacity to replace ageing rolling stock in Madrid suburban rail services.
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 211 electric 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 suburban services around Madrid. It will replace old vehicles that are at the end of 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 capacity of the Madrid suburban fleet in terms of seated and standing passengers will be extended by around 40%; this will contribute to alleviating the overcrowding in the rush hours. The project will respond to the growing demand for suburban rail services and 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. It will be in conformity with the relevant requirements concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The maintenance of the new rolling stock will be carried out in existing depots. One of them, namely the depot of Fuencarral, will be extended and modernised. This extension and modernisation is not yet fully defined and may fall within the scope of the EIA Directive. The extension is expected to be carried out within the area currently occupied by the railway, and

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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there will be no additional land take. These works of extension or modernisation of the depot are not part of the EIB financed project.

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 128,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are about 42,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the new rolling stock operating on the Madrid suburban rail network.
- In the baseline case: the existing rolling stock operating on the same lines and the road (cars and bus) and metro traffic diverted to rail as result of the project.

The forecasts in the baseline and absolute cases are based on project specific assumptions about electrical energy consumption of rail operations.

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 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 extension of the Fuencarral maintenance depot with the applicable Directives, in particular the EIA (Directive 2011/92/EU) and Habitats (Directive 92/43/EEC).

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