

Environmental and Social Data Sheet

Overview

Project Name:	RENFE FEVE ROLLING STOCK NORTHERN SPAIN
Project Number:	2018-0375
Country:	Spain
Project Description:	Acquisition of 31 trainsets (26 electric and 5 hybrid) to replace ageing rolling stock in the metric gauge rail network of Asturias, Cantabria and Vizcaya.
EIA required:	No
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The project consists of the acquisition of up to 26 electric and 5 hybrid (diesel/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 and local services. 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. 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 hybrid 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.

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.

The maintenance of the new rolling stock will be carried out in existing depots. Two of them, namely the depots of El Berrón (Oviedo) and Santander, 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

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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by the railway, and there will be no additional land take. These works of 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.

Conclusions and Recommendations

The project is expected to increase the modal share of rail, in particular by comparison with the “without project” scenario, in which the quality of rail services would deteriorate. 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 maintenance depots with the applicable Directives (in particular the EIA and Habitats).

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