



Luxembourg, 8 December 2022

Environmental and Social Data Sheet

Overview

Project Name:	RENFE HIGH SPEED TRAINS UPGRADE PLAN
Project Number:	2019-0214
Country:	Spain
Project Description:	The project consists of the acquisition of 26 traction heads and upgrading to 330 km/h and transforming into seating configuration 156 existing sleeping coaches. The new traction heads and upgraded coaches will constitute 13 high-speed trainsets.
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 does not fall within the scope of 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 project intends to better adapt the Promoter's fleet to the ongoing expansion of the high-speed network. The project rolling stock will be prepared for providing services on both high speed and conventional rail networks in Spain. In particular, it is planned that the project rolling stock will be providing services primarily on the routes Barcelona – Valencia – Albacete – Cordoba – Sevilla - Cadiz and Barcelona – Valencia – Alicante – Murcia.

The rolling stock currently used on these routes will be redeployed to other lines.

The new traction heads and the upgraded coaches will be equipped with state-of-the-art technology in terms of energy efficiency, and will be in conformity with the specifications for accessibility for persons with disabilities and persons with reduced mobility, as well for rolling stock noise emissions.

The maintenance of the rolling stock is planned to take place in existing depots, for which no extension is planned for this project.

The Promoter, Renfe Operadora, has the appropriate skills and capacity to implement and operate the project. The Promoter also plans to certify all of its high speed rail services activity in accordance with ISO 14000 Environmental Management Standards by 2023.

The main benefit of the operation consists of an expansion of the high-speed and conventional rail capacity, contributing to modal shift from road and air to rail, and to the associated positive impacts in terms of reduction of congestion, noise, energy consumption and associated emissions.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB 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 means of refurbishing existing coaches the project contributes to circular economy. In addition, both new and transformed vehicles will have a high recyclability ratio.

The project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of acquisition of zero direct emission mobile assets. Therefore, it is considered to be aligned against the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned against the resilience goal.

EIB Carbon Footprint Exercise

The project is included on the following basis:

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

- Forecast absolute (gross) emissions are 11,400 tonnes of CO₂ equivalent; and
- Forecast emissions savings are 53,700 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the new railway vehicles used on the high-speed and conventional networks in Spain;
- In the baseline case: the road and aviation traffic that is expected to be shifted to rail in the "with project" scenario.

The forecasts in the baseline and absolute cases are based on Services' project specific assumptions about the workload of rail services, energy consumption of rail operations and fuel efficiency of other modes. In the baseline case, a portion of emissions from cars, buses and air traffic is included using project specific emission factors, equivalent to those passenger trips expected to shift from road to rail in the "with project" case.

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

No EIA is required for the project scope and no associated facilities (e.g. depots) requiring an EIA are planned to be built for the project.

The project is expected to contribute to modal shift from road and aviation to rail transport, with associated positive environmental impact in terms of energy savings, air pollution, noise, CO₂ emissions and transport safety.

The project is acceptable for EIB financing from an environmental and social perspective.