



## Environmental and Social Data Sheet

### Overview

Project Name:	ADIF RAIL RENEWAL & RESILIENCE
Project Number:	2024-0366
Country:	Spain
Project Description:	Multiple schemes for renewal and upgrade of the Spanish high speed and conventional railway networks. The scope of works in the highspeed network includes the implementation of protective barriers on critical points, improvement of drainage, accessibility to control centres, renewal of safety and energy systems as well as other upgrades identified during maintenance works. The scope of works in the conventional network includes a programme of removal of level crossings, track renewal, installation of telecom equipment as well as other upgrades identified during maintenance works.
EIA required:	Multi-scheme projects; requirements may vary.
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

### Environmental and Social Assessment

#### Environmental Assessment

##### ***Compliance with applicable Environmental Legislation***

The Project consists of approximately 400 relatively small schemes implemented by ADIF and ADIF Alta Velocidad (ADIF AV), the rail infrastructure managers for the Spanish conventional and high-speed rail networks, respectively.

These schemes are included in the plans of ADIF and ADIF AV for the renewal of the assets of the existing infrastructure and installations, as well as for improvement of their performance and resilience. They include implementation of barriers for preventing intrusion of road vehicles into railway infrastructure, improvement of drainage, improvement of the road access to control centres, anti-vandalism installations, noise screens, renewal of signalling, telecoms and energy systems, replacement of level crossings by separate grade crossings, civil works and track renewal. Most of the schemes included in the project are implemented within the existing right of way.

None of the schemes falls within Annex I of Directive 2011/92/EU as amended by Directive 2014/52/EU (the Environmental Impact Assessment (EIA) Directive), and most of the schemes are not likely to fall within Annex II of the EIA Directive or to have a significant impact on any Natura 2000 site or protected species.

According to the procedures established in ADIF and ADIF AV, the potential impact of the schemes on the environment, as well as, on the nature conservation areas or protected species is analysed on a case-by-case basis and, where required, the screening decision of the competent authority is requested. Where, in accordance with the criteria of Annex III of the EIA Directive or Article 6(3) of Directive 92/43/EEC (the Habitats Directive), an EIA or an

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



assessment according to the Habitats Directive is necessary, the Promoter is required to carry out such assessments.

Without prejudice to the conclusions of these assessments, where they are required, due to the nature of the works, only minor adverse residual impacts on the environment are expected in the construction phase and no appreciable impacts are expected in the operation phase. There may be small disturbances to the environment and nuisances to passengers and track side dwellers, mostly related to dust and noise emissions and mainly affecting those investments involving stations, structures and buildings. The usual mitigation measures during the construction phase, such as appropriate waste collection and avoiding use of heavy machinery during the breeding seasons, are likely to be sufficient for avoiding any unacceptable impacts.

Overall, the Project will contribute to maintaining and increasing the rail infrastructure capacity and to the provision of railway services. Thus, in comparison with the without project case, it will contribute to higher modal share of rail *vis à vis* road and aviation and the consequent lower levels of energy consumption, noise, and emissions of pollutants and CO<sub>2</sub>.

### ***Vulnerability to the climate change***

The Project is sensitive to the climate change, in particular to the risk of increase of precipitations and floods. The Promoter carries out the relevant analyses on the case-by-case basis and where necessary, the corresponding adaptation measures are included in the design. Moreover, the Promoter carried out an analysis for identifying the risk of floods over the high-speed network. This analysis has been taken into account for the definition of the drainage improvements included in this project.

In the context of the floods that took place near Valencia on 29 October 2024 (after preparation of this Project), some of the schemes will need to be reviewed and adjusted, and some lessons learned will also impact the design of other schemes in other areas, or lead to the identification of additional investment needs on climate resilience. The Bank will assess the requests for changes in the scope of the Project or increased financing needs after project approval in accordance with the relevant procedures.

### ***Paris alignment***

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 construction of infrastructure for zero direct emission or low carbon transport; therefore, it is considered to be aligned with the low carbon goal. The climate risk of the project is assessed as low; therefore, it is considered to be aligned with the resilience goal.

### **EIB Paris Alignment for Counterparties (PATH) Framework**

The counterparty, ADIF Alta Velocidad (ADIF AV), is in scope and screened out of the PATH framework, because it is not considered high emitting and/or high vulnerability.

### **Social Assessment**

Most of the schemes included in the Project are implemented within the existing right of way, and no significant land acquisition for the project is expected. Where any marginal additional land take adjacent to the existing right of way is necessary, the acquisition or expropriation of this land is carried out in accordance with the national legislation. No residential properties are affected and no resettlement is required.

### **Other Environmental and Social Aspects**

ADIF AV and ADIF, the rail infrastructure managers that will implement and operate the project, have an established environmental policy and operate an Environmental Management System in accordance with ISO 14001:2015. Further information is provided in the Annual Environmental Report published on the companies' websites.



ADIF AV and ADIF handle requests for environmental information from the public through the general information contact mailbox, as indicated in the contact information on their websites.

## **Conclusions and Recommendations**

The adverse residual impacts of the Project on the environment are expected to be minor and limited to the construction phase. Overall, the Project will contribute to lower levels of energy consumption, noise, and emissions of pollutants and CO<sub>2</sub>.

For any scheme falling within the scope of the EIA Directive or requiring an appropriate assessment according to the Habitats Directive, the Promoter will be required to submit evidence of completion of the corresponding procedures prior to the commencement of the corresponding works.

For the project changes during implementation derived from the reassessment of investment needs because of lessons learned and/or advisory recommendations, ADIF will be required to submit an updated project technical description derived from the re-prioritization, key considerations and changes incorporated on the designs and estimates of climate adaptation investment volumes.

Overall, the Project will result in environmental benefits and is acceptable from the environmental perspective.