

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>Valencia Clean Urban Transport Fleet Renewal</i>
Project Number:	<i>2018-0473</i>
Country:	<i>Spain</i>
Project Description:	<p><i>The project falls within the Clean Urban Transport Programme Loan Spain (2018-0060) approved by the Board of Directors on July, 17th 2018, to support both public and private promoters operating under a public service contract responsible for transport of passengers in urban areas in Spanish municipalities.</i></p> <p><i>The project includes: (i) the renewal of part of Valencia's urban public bus transport fleet, (ii) the construction of associated infrastructure needs (namely onboard IT systems and vending machines) and (iii) related infrastructure works in Sant Isidre Depot to improve the quality of the services (namely improvement works in the workshop and the construction of a new vehicle compound/car park).</i></p> <p><i>The operation falls under the Cleaner Transport Facility.</i></p>
EIA required:	<i>no</i>
Project included in Carbon Footprint Exercise <sup>1</sup> :	<i>no</i>

### Environmental and Social Assessment

#### Environmental Assessment

The project falls within EIB's Programme Loan to support both public and private promoters operating under a public service contract responsible for transport of passengers in urban areas in Spanish municipalities (Clean Urban Transport Programme Loan Spain, 2018-0060).

The project includes: (i) the renewal of part of Valencia's urban public bus transport fleet, (ii) the construction of associated infrastructure needs (namely onboard IT systems and vending machines) and (iii) related infrastructure works in Sant Isidre Depot to improve the quality of the services (namely improvement works in the workshop and the construction of a new vehicle compound/car park).

The project is in line with the Sustainable Urban Mobility Plan of Valencia ("Pla de mobilitat urbana sostenible de València" –PMUS–), from December 2013.

The manufacturing of rolling stock (buses), software and IT systems for bus operation and ticket selling do not fall within the scope of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. Therefore, no EIA will be required for these components. The Bank will

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<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

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request, after project completion, information from the Promoter on the disposal of the buses to be replaced.

The works in Sant Isidre Depot to improve the quality of the services (namely improvement works in the workshop and the construction of a new vehicle compound/car park) do not fall under the *Ley 21/2013 de evaluación ambiental*, which transposed in Spain the EIA Directive 2011/92/EC amended by Directive 2014/52/EU.

Overall, the project is expected to have a positive environmental impact. The renewal and improvement of public transport including the deployment of cleaner technology will contribute to reduced pollution, as well as low-carbon transport and will allow an increase in energy efficiency. In addition, the investments will have the capacity to improve the quality of public transport services in Valencia, helping thus reduce reliance on private cars and maintain or increase public transport share.

Given the nature of the project, no impacts on Natura 2000 or other protected sites are expected.

No major impacts during the works in Sant Isidre Depot are expected.

#### **Social Assessment, where applicable**

The project activities and outputs are not likely to trigger any of the Bank's social standards in particular as no land acquisition will be required.

#### **Public Consultation and Stakeholder Engagement**

Public consultation is not applicable to this project. However, the Promoter will be asked to provide any information on stakeholder engagement or any public consultation that might have taken place to take into account the opinion of civil society in general and especially on accessibility for people with reduced mobility.

### **Conclusions and Recommendations**

The project is expected to have a positive environmental impact. The renewal and improvement of public transport including the deployment of cleaner technology will contribute to reduced pollution and noise, as well as low-carbon transport and will allow an increase in energy efficiency. In addition, the investments will have the capacity to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or increase public transport share.

#### **Undertakings**

- The Promoter undertakes to dispose of or decommission the buses to be replaced in line with applicable EU legislation and best practice.
- The Promoter undertakes to send to the Bank the favourable report issued by the City Council of Valencia on the urban compatibility of the foreseen use for the new vehicle compound/car park.

Subject to these undertakings being met, the project is acceptable for EIB financing in E&S terms.