European Investment Bank

Luxembourg, 17 December 2024

Environmental and Social Data Sheet

Overview

Project Name: VALENCIA CLEAN URBAN TRANSPORT FLEET RENEWAL II

Project Number: 2024-0040

Country: Spain

Project Description: The Project comprises the acquisition of 145 electric buses and related infrastructure works, including but not limited to associated infrastructure to the bus fleet, like charging infrastructure, firefighting installations, power supply, IT systems or new additional stabling spaces in the existing depots.

EIA required: no

Project included in Carbon Footprint Exercise[1]: no

Environmental and Social Assessment

Environmental Assessment

The Project comprises the following components:
- The purchase of 145 standard 12-meter electric buses.
- Charging infrastructure and firefighting installations in San Isidro Depot and the North Depot.
- New workshop area for e-buses in San Isidro Depot.
- Upgrades / rehabilitation works in both San Isidro Depot and the North Depot, including but not limited to:
    - o Energy efficiency measures (improve lighting systems).
    - o Paving of new parking places for the e-buses.
    - o Ancillary works and spare parts and tools for the e-buses maintenance.
- IT (hardware and software) for public bus fleet operation, including but not limited to cybersecurity, ticketing systems, passenger information systems (PIS), etc.
- Improvements in the bus stops and associated facilities (WC for drivers in the bus routes, bus stops adaptation for articulated buses and bus stops shelters upgrades).

The investments are part of the city strategy to increase the modal share of public transport and transition to zero emissions bus fleet.

The Promoter is subject to the EU SEA Directive 2001/42/CE and the Environmental Impact Assessment (EIA) Directive 2011/92/EU amended by EU Directive 2014/52/EU. Spain adhered to the Espoo Convention and the Strategic Environmental Assessment (SEA) Protocol under the Espoo Convention, signed by Spain in 2009.

The manufacturing of electric buses, software, and IT systems for e-buses operations as well as charging infrastructure do not fall within the scope of the EIA Directive 2011/92/EC as amended by Directive 2014/52/EU. Therefore, no EIA is required for these components.
Similarly, no EIA is required for the interventions in the existing depots or in the bus stops, as they are mainly refurbishing works, minor works to install the charging points for the electric

[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.

buses or works to create new stabling spaces for the buses inside the depot footprint, in existing paved areas. These works do not impact any green areas nor require tree felling.

As reported by the Promoter, the project is located fully inside the urban area and within publicly owned areas and is not close to any Natura 2000 area. There is no biodiversity issue identified in the Project location either.

The Project is a clean electrified urban public passenger transport project, and as such has a substantial contribution to Environmental Sustainability (Pollution Prevention, including noise reduction) and it also contributes to Climate Change mitigation.

Benefits of the Project: The Project will improve the reliability and the quality of the public transport service in the city, improving the mobility patterns in the city of Valencia, helping thus reduce reliance on private cars and maintain and/or increase public transport share. The Project is expected to reduce the Green House Gases (GHG) emissions associated to the current mobility patterns, also reducing the air pollution and noise levels.

Paris Alignment: The project is considered to be aligned both with low carbon and resilience goals with the policies set out in the Climate Bank Roadmap.

Social Assessment

There is a risk of use of forced labour in the supply chain of the main components of electric buses. The Promoter shall make reasonable efforts to carry out appropriate due diligence throughout its supply chains for electric buses financed under this Project, with the aim of avoiding the use of forced labour.

Public Consultation and Stakeholder Engagement

Given the nature of the components to be financed, public consultation is not applicable.

Conclusions and Recommendations

The Project is not expected to have any significant residual negative environmental impact. The renewal of the bus fleet from diesel or CNG to zero-emission technologies will contribute to reduced pollution and noise. In addition, these investments are expected 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 shall make reasonable efforts to carry out appropriate due diligence throughout its supply chains, with the aim of avoiding the use of forced labour in the supply chains of the electric buses that will be used for this Project.

Subject to these conditions being met, the Project is acceptable for EIB financing in environmental and social terms.