

Luxembourg, 07 February 2025

## Environmental and Social Data Sheet

### Overview

Project Name:	TRANVIA ALCALA DE GUADAIRA
Project Number:	2019-0547
Country:	Spain
Project Description:	<i>The Project consists of the railway installations (power supply, signalling, passenger information systems and telecommunications), plus the architectural works for the tramway stops, the new depot and the necessary rolling stock (6 tram sets, of 5 carriageways each). It is important to note that the civil works and the track works for this future tramway line were built during the period 2004-2013 and therefore not part of the scope of this Project.</i>
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The Project (the tram line for Alcalá de Guadaira) was included in the last two regional transport infrastructure plans (former *Plan de Infraestructuras para la Sostenibilidad del Transporte en Andalucía*, PISTA 2020 and current *Plan de Infraestructuras del Transporte y Movilidad de Andalucía*, PITMA 2030). Both plans include strategic environmental assessments in line with the SEA Directive 2001/42/EC.

The tram line for Alcalá de Guadaira, as originally conceived, falls under Annex 2 of the EIA Directive 2011/92/EU, as amended by EU Directive 2014/52/EU. An EIA was carried out for the Project in 2005 following the national and regional laws. This EIA went through public consultation before being approved by the Competent Authority.

The Project now subject to EIB's financing, described above in the *Project Description*, includes a new depot infrastructure. This new depot, in its current location and layout, was not foreseen in the designs subject to EIA in 2005.

Issuing the Environmental Impact Statement (EIS) approving a project of this nature, a tramway depot building, is the responsibility of the Municipality of Alcalá de Guadaira. This favourable EIS ("*Calificación Ambiental*"; file number 15139/2022) for the depot was issued on 06.02.2023. The procedure included a public consultation process, separate to the 2005 EIA public consultation.

The rest of the works subject to EIB financing for this Project -i.e. the railway installations (power supply, signalling, passenger's information systems and telecommunications), plus the architectural works for the tramway stops- do not require a dedicated EIA other than the original one issued in 2005, before the civil works for the Project started.

<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.

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The Promoter, Andalusia Regional Government, is subject to the Spanish national law 21/2013 and law 9/2018 for environmental assessments. Additional applicable regional laws are law 7/2007 and decree 356/2010 issued by the Andalusia Regional Government.

The Project is an urban public passenger transport project, and as such has a substantial contribution to Environmental Sustainability (Pollution Prevention, including noise reduction).

*Environmental impacts:* The main identified negative impacts produced during construction phase are: gas/smoke emissions by the heavy plant machinery, impacts on the ground water, volumes of excavated material to be disposed, noise levels and green areas (limited areas) affected by the works, to be restored. All identified negative impacts during project implementation are temporary ones, and mitigation measures are proposed to reduce the final impact, as such the residual negative impacts of the Project are deemed acceptable by the Competent Authority.

*Impacts on protected areas or biodiversity:* According to the EIA, the Project does not affect any protected areas (Natura 2000) and it does not have any impact on any protected habitats either. In addition, there are no significant biodiversity issues identified in the EIA for the Project. The closest Natura 2000 area is “ZEC Bajo Guadalquivir” (European code: ES6150019) located over 7km away from the project footprint.

*Benefits of the Project:* The Project will also improve the reliability and the quality of the public transport service in Alcalá de Guadaira, 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, noise, and traffic congestion in the cities of Seville and Alcalá de Guadaira too. The Project is also expected to produce time savings to passengers by improving the mobility patterns in both cities.

*Alignment with Paris Agreement:* The Project is aligned with the Paris Agreement according to Annex 2 of the EIB Group Climate Bank Roadmap (CBR), as amended. In particular, the Project provides a substantial contribution to climate mitigation according to Annex 4 of CBR.

*PATH Framework:* The counterparty, Junta de Andalucía, is in scope and screened out of the PATH framework, because it is not considered high emitting or high vulnerability according to Annex 7 of the PATH Framework Procedures Manual.

*Climate change:* The design for the Depot is aligned with Andalusian regional law 8/2018 for climate change. Besides that, the project for the new Depot comprises energy efficiency measures and selected construction techniques and materials to minimise future maintenance and energy consumption.

*Climate Risk Vulnerability Assessment:* The design for the Depot includes a vulnerability assessment, following a risk-based methodology, as part of the EIA. The main risk identified is the contamination of the ballast due to flooding. This risk could impact both the operation of the tramline and the lifespan of the project, but the impact is considered low, and regular maintenance is deemed enough to cope with it. No additional measures are proposed to adapt or mitigate this risk associated to climate change.

In addition, a dedicated study was carried out in December 2023 to assess the risks linked to the rest of the project components (the railway installations and the architectural works for the tramway stops) due to climate change. Risks related to increase of temperature or rainfall, erosion and flooding were included in this study. Technical measures and monitoring plans are considered to mitigate the impacts of these risks identified.

## **Social Assessment**

The Project requires some land acquisition mainly in industrial areas, the land acquisition proceedings will be carried out in accordance with the Spanish Law.

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The Project will improve the mobility patterns in the south-east part of Seville City, and also in neighbour city of Alcalá de Guadaira, offering citizens a better public transport system and therefore proving access to the job market and thus, the Project will help reduce inequalities in the region, which is a less developed region according to the EU definitions.

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

As part of the consultation process carried out under the EIA, the Promoter engaged with all the identified third parties involved in the Project.

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

The Promoter, Andalusia Regional Government, has Social Responsibility (RSC) policies in place, and is aligned with the sustainable development goals (SDGs) of the UN Agenda 2030.

The Promoter will have a dedicated team to monitor the implementation of the mitigation measures foreseen, and to do a follow-up on the Environmental & Social risks of the Project.

## **Conclusions and Recommendations**

The Project is an urban public passenger transport project and has a substantial contribution to Environmental Sustainability (Pollution Prevention, including noise reduction).

The Project required a comprehensive EIA, which included a public consultation process. Following this, the environmental competent authority issued an Environmental Impact Statement (EIS) that not only approved the Project but also outlined the mitigation measures for the execution phase. Hence, the EIB is not proposing any additional undertakings regarding environmental matters.

The Project will promote a modal shift from private and bus users to a cleaner tramway system. This will contribute to reduce the Green House Gases (GHG) emissions.

As such, the Project is acceptable for EIB financing in E&S terms.