Luxembourg, 28 November 2014

Environmental and Social Data Sheet

Overview

Project Name:	SOFIA FLEET TRANSPORT RENEWAL
Project Number:	2014-0319
Country:	Bulgaria
Project Description:	The project comprises the purchase and putting into operation of new rolling stock - buses and tramcars - as well as the development of the traffic management system for Sofia Municipality. The project would be co-financed by EU funds under the OP Environment and own resources.

EIA required: no

Project included in Carbon Footprint Exercise[1]: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project does not fall under either Annex I or Annex II of the Environmental Impact Assessment Directive 2011/92/EU, which is not applicable to the manufacturing and use of vehicles as well as traffic management and control system improvements.

The new buses and trams will mainly replace older obsolete units and will conform to modern environmental standards. The new fleet has the potential to generate significant energy savings, emission reductions and safety improvements compared to the older fleet. Trams may also improve noise levels on an aggregate basis. Therefore, the project is expected to include some positive environmental impacts by helping public transport to maintain its attractiveness in an urban environment. Without it, public transport service quality would degrade with a consequent modal shift towards private car use.

Manufacturing of these buses and trams is expected to take place in existing plants. The Promoter requires that the vehicles be manufactured in accordance with the applicable EU environmental regulations, as transposed in Bulgaria, regarding engine exhaust and noise emission values and safety. Overall, the project complies with relevant EU and national environmental legislation.

The project is acceptable from an environmental perspective.

Environmental and Social Assessment

Environmental Assessment

The project concerns the acquisition of 236 modern, low floor buses and 5 trams together with traffic management and control system (TMCS) improvements at 170 junctions. The project does therefore not fall under Annex I or II of Directive 2011/92/EU.

In addition, the implementation of this project will have no significant effect on Natura 2000 sites.

[1] 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 CO2e/year absolute (gross) or 20,000 tons CO2e/year relative (net) – both increases and savings.

The project is consistent with the principles of Directive 2009/33/EC of the European Parliament and the Council adopted on 23 April 2009 on the promotion of clean and energy efficient vehicles. One of the goals of the renewal of the bus fleet is to reduce pollution at the expense of decommissioning of buses of older generation and replacing them with those with environmental indicators fulfilling EU requirements.

The buses will fulfill the EU environmental exhaust emission standard EURO VI, in accordance with Regulation (EC) 595/2009. Concerning this, the maximum levels of emission values for heavy duty vehicles have been established by the European Commission. According to these, the established limits should be applied to the new vehicles. The bus emissions show significant reduction especially in NOx, CO, NMHC and PM10. This undoubtedly leads to the improvement of air quality at a local and national scale and supports the objectives of Sofia Municipality in terms of air quality.

The design of the buses has also been assessed against the requirements of Directive 2001/85/EC relating to special provisions for vehicles used for the carriage of passengers. Within Class I (i.e. vehicles constructed with areas for standing passengers, to allow frequent passenger movement, they will be accessible for people with reduced mobility including wheelchair users according to the technical provisions laid down in the Directive.

On a vehicle-km basis, the new units will consume less energy than the buses and the trams being replaced. The service pattern is expected to remain broadly the same as delivered by the old units. The project may reduce maintenance costs and to a certain extent energy consumption costs due to the higher efficiency of the new rolling stock compared to obsolete rolling stock that will be scrapped. It will improve the quality of public transport services in terms of speed, comfort and reliability and will increase the attractiveness of public transport in the urban area of Sofia, thus contributing to reducing reliance on private cars and the negative impact of transport on the environment.

The Promoter plans to scrap the existing fleet according to its standard scrapping and sale procedures, ensuring a consistent handling of scrapping and sale of vehicles in line with their technical conditions, safeguarding operating safety and optimising fleet structure. The vehicles will be separated into their constituent parts and handed over to authorised entities dealing with recycling and recovery of waste type/disposal of waste according to national Bulgarian legislation.

One of the key areas of transport policy of the European Union is traffic safety. In the 2011 White Paper of the European Commission, enhancing traffic safety remains one of the priority objectives. The project will reduce the number of accidents at junctions, creating better traffic conditions and thanks to the installation of the TMCS. In particular, the upgrade of junctions with state-of-the-art signalling technology and design standards will prevent accidents, which would not only prevent deaths and injuries but also affect road traffic and cause time losses.