

Public

Environmental and Social Data Sheet

Overview

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| Project Name: | CLEAN PUBLIC TRANSPORT PROGRAMME LOAN NL |
| Project Number: | 2019-0490 |
| Country: | Netherlands |
| Project Description: | Financing the deployment of zero emission public transport fleets and the associated infrastructure in the Netherlands. Investments financed under the programme will be predominantly related to electric and hydrogen powered bus fleets. The programme falls under the Cleaner Transport Facility. |
| EIA required: | No |
| Project included in Carbon Footprint Exercise ¹ : | No ² |

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

Environmental and Social Assessment

Environmental Assessment

The project supports private bus operators with public service contracts in the Netherlands by providing a program loan to finance the renewal and improvement of their bus fleets.

This assessment limits itself to the overall program/project and sets the conditions for financing sub-projects. The actual purchases of new buses by individual Promoters, the sub-projects, will be appraised prior to allocation under the program loan, based on the criteria defined for the program.

The project intends to finance:

- purchase of new zero emission buses (zero emission tailpipe technologies such as battery electric buses or hydrogen fuel cell buses);
- charging and refueling stations;
- equipment to operate and maintain the buses;
- adaptation of existing depots to maintain and stable the new buses.

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.

² The Carbon Footprint of the individual subprojects will be assessed at a later stage and may be above the thresholds.

Luxembourg, 20 April 2020

The manufacturing of buses nor electric charging stations 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. Hydrogen production and storage may fall under Annex II of the EIA directive, and therefore the Bank will require prior to allocation of hydrogen fuel stations the screening decision of the Competent Authority and the EIA if required. Hydrogen production and storage facilities may also have to comply with the SEVESO III Directive (Directive 2012/18/EU) if storage capacity is above the lower-tier threshold of 5 tons, and the Bank will verify compliance at the time of allocation of such schemes.

The adaptation of existing depots for the vehicles may fall under Annex II of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. Adaptation of existing facilities is however usually screened out as environmental impacts are low and no land acquisition is normally required. If a screening is however required, then the Bank will request the competent authority's screening-out decision. If the adaptation of the depot has been screened in and requires an EIA, then the component will not be financed under this Programme Loan. Such project components may be appraised and potentially financed under a separate financing operation.

The replaced buses will either be scrapped/dismantled if they have reached the end of their life, or sold in a second hand market. In the first case (scrapping/dismantling buses), in the absence of an end of life regulatory framework for buses, the Bank will require the Promoter to report on how the disposal of the replaced buses will be undertaken³. In the second case (selling in a second hand market), an equally positive environmental impact is expected, since the old buses will replace even older assets in the new market. This substitution typically reduces the level of particulates and pollutants emitted by the buses, which in many cities is regarded as a major benefit due to the very poor air quality they experience. It is however typically only marginally better in CO₂ emissions terms. The older vehicles that are in use will be firstly moved to less busy lines and then be progressively retired from service and used for spare parts before being recycled.

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 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 to 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. Impacts during the construction phase of the infrastructure components (charging and refuelling stations and adaptation of existing depots for the vehicles) are expected to be minimal.

Social Assessment

Potential infrastructure construction activities are expected to be small and will be carried out within the footprint of existing facilities owned by the Promoters and/or on existing streets. No expropriation or resettlement is foreseen within the project.

³ Old buses can be disposed either directly by the operator or through a dealer who takes over the vehicle. Life expired vehicles or damaged vehicles are normally handed over to demolishers or stored for parts in the depots.

Luxembourg, 20 April 2020

Public Consultation and Stakeholder Engagement

Given that the project mainly finances the purchase of buses and some small-scale works for the maintenance and operation of these buses, public consultation is usually not required.

Conclusions and Recommendations

The project is expected to have a positive environmental impact. Subject to the below listed conditions being met, the project is acceptable for EIB financing in E&S terms.

Disbursement conditions

For subprojects that include adaptation of bus depots, the Promoters shall provide to the Bank, if applicable, the screening out decision in the context of the EIA Directive from the competent authority prior to disbursement to these infrastructure components.

For subprojects that include hydrogen production, storage or refueling stations, the Promoter shall provide to the Bank the screening decision in the context of the EIA Directive and if required the EIA and approval of the competent authorities prior to disbursement against these components.

For subprojects that include hydrogen production or storage with more than 5 tons of storage capacity, the Promoter will submit to the Bank the notification send to the competent authority as required by the SEVESO III Directive (Directive 2012/18/EU) prior to disbursement against these components.

Undertakings

For life expired buses of the Promoter that are scrapped, the Promoter undertakes to inform the Bank how buses being replaced have been disposed and provide the relevant scrapping certificate(s), in line with EU and national regulation and industry best practice.

For buses sold in the second hand market, the Promoters undertake to inform the Bank of the purchaser and country of operation.