

## **Environmental and Social Data Sheet**

### **Overview**

Project Name:	Gothenburg Clean Urban Transport
Project Number:	2020-0246
Country:	Sweden
Project Description:	The project concerns the financing of up to 145 electric buses and associated charging infrastructure in the city of Gothenburg, Sweden.
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### **Environmental and Social Assessment**

#### **Environmental Assessment**

The project entails the introduction of Battery Electric Buses in Gothenburg City, and consists of two elements:

- a) The acquisition of up to 145 18.75 m articulated battery Electric Buses, and
- b) Associated electric charging stations.

The manufacturing of rolling stock (buses) and the installation of recharging stations in existing depots 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.

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

Impacts during the construction phase of the charging infrastructure components are expected to be minimal.

The buses owned by the Promoter, which are taken out of service in connection with this project will either be deployed for other urban public transport service, mostly in Sweden, or they will be sold for service elsewhere or for scrapping in accordance with the regulations.<sup>2</sup>

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<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.

<sup>2</sup> EU and national regulation on scrapping of end-of-life vehicles (ELV) (Directive 2000/53/EC)

Luxembourg, 19 October 2020

The project will improve public transport service quality, reliability, safety and efficiency, and help maintain and possibly enhance the share of public transport. It will contribute to reducing the use of private vehicles and the associated negative impacts on the local environment, as well as reducing the GHG emissions and noise. It will thereby contribute to the sustainable transport in line with EU objectives and contribute to the Bank's Climate Action objective and will comply with the Lending Policy for Transport (Decision CA/452/11).

The project is first phase of a long-term plan (until 2030) to electrify the public bus services in the City.

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

The project is expected to have positive long-term social impact due to an improved public transport system, with less local pollution and noise level both inside and outside the vehicles.

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

This section is not applicable to this project.

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

None

## **Conclusions and Recommendations**

The project will improve public transport service quality, reliability, safety and efficiency, and help maintain and possibly enhance the share of public transport. It will contribute to reducing the use of private vehicles and the associated negative impacts on the local environment, as well as reducing the GHG emissions and noise. It will thereby contribute to the sustainable transport in line with EU objectives and contribute to the Bank's Climate Action objective and will comply with the Lending Policy for Transport (Decision CA/452/11).

The Promoter undertakes to dispose of or decommission in a proper way their buses and maintenance vehicles to be replaced according to EU and national regulation on scrapping of end-of-life vehicles (ELV) (Directive 2000/53/EC). For buses sold in the second hand market, the Promoters undertake to inform the Bank of the purchaser and country of operation.

The project is acceptable for EIB financing in environmental and social terms.