

**Public**

## Environmental and Social Data Sheet

### Overview

Project Name:	CLEAN BUSES CLERMONT FERRAND - COVID-19 RESPONSE
Project Number:	2018-0285
Country:	France
Project Description:	This framework loan will encompass the components of the short-medium term multiannual investment plan of the Syndicat Mixte des Transports de l'Agglomération Clermontoise (SMTAC-AC) including tentatively among other investments: (i) the implementation of two zero emission "Bus Rapid Transit" ("BRT") lines as well as (ii) the energy transition of SMTAC-AC's current bus fleet and the associated infrastructure.
EIA required:	Yes, some schemes likely to require an EIA under Annex II of the EIA Directive
Project included in Carbon Footprint Exercise <sup>1</sup> :	Assessment to be carried out at allocation stage

### Environmental and Social Assessment

#### Environmental Assessment

The investment plan aims at improving the quality of the urban area's public transport services, enhancing their attractiveness and favouring the use of alternative transport modes to private cars, reducing major road transport externalities. The investment plan objectives are in line with those of the latest planning documents namely: the Sustainable Urban Mobility Plan, the local Energy and Climate Action Plan and Clermont Auvergne Métropole Energy and Ecological Transition Road Map.

The tentative list of schemes includes:

- The investments in infrastructure and rolling stock needed to improve the level of service of two busiest bus lines (BRT lines)
- The improvements in the operation control and passengers information systems
- The renewal of the bus fleet with alternative fuel vehicles, including the deployment of the associated charging infrastructure and sustainable energy production and storage and,
- The construction of a new depot.

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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.

Luxembourg, 17 December 2020

#### Compliance with applicable Environmental Legislation

The Promoter - the Syndicat Mixte des Transports of Clermont (SMTC-AC) - is obliged to act according to the provisions of the relevant EU Directives, including SEA (2001/42/EC), EIA (2014/52/EU amending 2011/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives.

The project is part of the Promoter's Sustainable Urban Mobility Plan and is also consistent with the Clermont Energy and Climate Action Plan, aiming at improving the energy efficiency in the city. Both plans have gone through a Strategic Environmental Assessment (SEA) process, in compliance with EU SEA Directive 2001/42.

None of the potential schemes falls under Annex I of EIA Directive 2014/52/EU amending Directive 2011/92/EU. Some of the schemes may fall under Annex II of EIA Directive, and require a screening by the competent authority. Compliance with the EIA directive will be checked at allocation stage for all components that fall under annex II.

The construction or modification of roads to accommodate public transport as well as the construction of the new depot, fall under annex II of the Directive 2014/52/EU amending the EIA Directive 2011/92/EU. These schemes require a screening by the competent authority and are likely to be subject to a full EIA procedure.

Manufacturing of rolling stock and the instalment of the associated charging infrastructure inside existing depots does not fall within the scope of the Directive 2014/52/EU amending the EIA Directive 2011/92/EU. Therefore, no EIA will be required for this type of schemes. However, the Bank's services will check at appraisal of each sub-operations if the Seveso Directive (2012/18/EU) may be applicable, depending on the type and of alternative fuel and its storage.

For all the schemes, compliance with EU environmental legislation will be verified at allocation stage.

#### Environmental Impacts

Potential environmental impacts of the schemes that fall under the EIA directive will be assessed by the Competent Authority in the screening process and will be assessed by the Bank when the schemes are submitted for allocation under the Framework Loan. In case of fleet renewals, the Bank's services will assess Promoters' arrangements for the scrapping of decommissioned rolling stock, prior to allocation and at project completion.

The schemes could have temporary environmental impacts during the construction phase. These impacts are expected to be limited to pollution, noise and vibration related to the diversion of local traffic and construction and demolition works. Mitigation measures will be applied in line with the relevant legislation and construction best practices.

The proposed schemes are expected to foster a balanced development of sustainable transport modes (public transport, cycling and walking) and ultimately encourage a shift away from private cars. The proposed framework loan will contribute to reducing environmental externalities (CO<sub>2</sub> emissions and other air pollutants, noise).

Luxembourg, 17 December 2020

Location, Natura 2000 and Biodiversity issues

Given the nature of the project, with schemes located in a consolidated urban environment, no impacts on Natura 2000 or other protected sites are expected. Nevertheless, compliance with the provisions of the Habitats and Birds Directives (92/43/EEC and 2009/147/EC respectively) will be further checked at the allocation stage.

## **Social Assessment**

The schemes are generally expected to bring positive social benefits through improved public transport and accessibility. Infrastructure works to improve the level of service of the bus lines as well as the construction of the new depot may require land acquisition but no major social impacts are expected. This will be verified prior to allocation of individual schemes.

## **Public Consultation and Stakeholder Engagement**

Public consultations and stakeholder engagement have been carried out for the Sustainable Urban Mobility Plan and for the Energy and Climate Action Plan as part of the SEA process. For the schemes subject to full EIA, a new public consultation process is expected.

## **Conclusions and Recommendations**

The project is expected to have a limited negative environmental and social impact during construction but a positive impact during operation. The project is expected to contribute to an overall improvement of the urban environment and quality of life for citizens, through the promotion of sustainable urban mobility.

The standard conditions for framework loans apply. Prior to the allocation of EIB funds against any specific scheme, the Promoter is to provide to the Bank the confirmation that schemes comply with relevant provisions of the environmental EU Directives, including EIA (2014/52/EU amending 2011/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives.

Should any scheme under this framework loan fall under Annex II and be “screened in” by the Competent Authority, the Promoter shall deliver the full EIA report to the Bank, if applicable, before the Bank funds are allocated. The Bank will also require the Promoter to make the Non-Technical Summary (NTS) of the EIA available to the public through publication on its website.

For schemes falling under Annex II and “screened out” by the Competent Authority based on Annex III criteria, the Promoter shall deliver a copy of the respective decision, before the Bank funds are allocated.

For schemes that concern replacement of rolling stock, the Promoter will inform the Bank on its scrapping arrangements prior to allocation and provide an update at project completion.

Under those conditions, the project is acceptable for EIB financing in environmental and social terms.