

Public

Environmental and Social Data Sheet

Overview

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| Project Name: | TOULOUSE TRANSPORTS URBAINS (2018-0087) |
| Project Number: | 2018-0087 |
| Country: | France |
| Project Description: | Financial support for the implementation of the Promoter's strategy on urban mobility for Greater Toulouse as outlined in its latest Sustainable Urban Mobility Plan ("Projet Mobilités 2020-2025-2030") |
| EIA required: | Yes, some schemes likely to require an EIA under Annex II of the EIA Directive |
| Project included in Carbon Footprint Exercise ¹ : Assessment to be carried out at allocation stage | |

Environmental and Social Assessment

Environmental Assessment

The purpose of this Framework Loan (FL) is to provide financial support for the implementation of the Promoter's strategy on urban mobility as outlined in its latest Sustainable Urban Mobility Plan (the "SUMP"), which aims to manage the anticipated demographic and economic growth, avoid additional urban sprawl and a further deterioration of road congestion and eventually foster the overall sustainability of urban mobility and development.

The Promoter has operationalized the first phase of such long-term vision in an ambitious multiannual investment plan for the period 2020-2026. In such perimeter, schemes that may be eligible for EIB's financing include:

- the upgrade and renewal of the existing network infrastructure and rolling stock;
- the extension of the public transport network (light metro extension, new cable car);
- rolling stock acquisition for the light metro network and the tramway network;
- the improvement of the level of service of the bus network;
- investments in accessibility and multimodality (park and ride facilities).

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.

Luxembourg, 17 December 2020

This is the third operation to support the public transport sector in Toulouse. Even though there is no recent track record, the projects previously financed, the first light metro line approved in 1989 and the extension of the light metro network approved in 2000, have confirmed the Promoter's capacity to implement the planned investments according to EU environmental legislation.

Compliance with applicable Environmental Legislation

The Promoter - the Syndicat Mixte des Transports de Toulouse (SMTC-T) - 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 (SUMP), aiming at improving the quality of public transport services and consequently reduce reliance on private cars and maintain or increase the public transport share of urban mobility. The SUMP has 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.

The investments for the extension of the public transport network 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 under the French DUP (Déclaration d'utilité publique) procedure. Compliance with the EIA directive will be checked at allocation stage for those components.

The construction or modification of roads to accommodate public transport as well as the park and ride facilities, fall under annex II and will require a screening decision based on annex III criteria.

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 will be assessed by the Competent Authority in the environmental 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.

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The schemes could have temporary environmental impacts during the construction phase. These impacts are expected to be limited and related to the diversion of local traffic, pollution, construction and demolition noise and vibration. 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. Together with the greening of the bus fleet, the proposed framework loan will contribute to reducing environmental externalities (CO₂ emissions and other air pollutants, noise).

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, where applicable

The schemes are generally expected to bring positive social benefits through improved public transport and accessibility. Some schemes, in particular, those related to the extension of the public transport, will 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 as part of the SEA process. Schemes subject to full EIA will be subject to public consultation.

Conclusions and Recommendations

The schemes to be financed are expected to have a limited negative environmental 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.



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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.