



Luxembourg, 15/06/2022

Environmental and Social Data Sheet

Overview

Project Name:	PRAGUE METRO LINE D1 PHASE I - GREEN LOAN
Project Number:	2021-0597
Country:	Czech Republic
Project Description:	The project concerns the construction of the first phase of a new Metro Line D (I.D.1) in Prague. This phase will run from Pankrác to Nové Dvory. Phase I.D.1 is planned to be 4.6 km long with 5 underground stations. The project includes an interchange with line C at Pankrác, the access tunnel to depot at Písnice and a P&R at Nové Dvory (152 spaces).
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

The project comprises the construction of a new Metro line (Line D) in Prague, which will run from Pankrác to Depo Písnice. EIB is co-financing the construction of the section from Pankrác to Nové Dvory. This section will have five metro stations, a passenger interconnect to Line C at Pankrác and a tunnel connection to Line C to enable trains to move between lines C and D.

Construction on the section Pankrác to Nové Dvory begun in late 2021/early 2022 and is expected to be complete in late 2029. The focus of the current construction activities are at the two stations at the northern end of the line. Upon completion, metro services will operate between Pankrác to Nové Dvory while construction work is expected to continue on the section between Nové Dvory and Depo Depo Písnice, which is not co-financed though by EIB. At the start of operations, the trains on Line D will use the same depot facilities as those on Line C.

The Project is part of the Sustainable Urban Mobility Plan (SUMP) for the city of Prague (2019) and has been part of the key strategic planning documents as early as 1999 where it is mentioned in the City Development Plan. The project is also in the other strategic documents i.e. Principles of the Regional Development ZUR (2010) and the 2016 Strategic Plan.

The project will replace a number of bus lines that currently serve the southern part of Prague, with a metro system. This will reduce the carbon emissions of the public transport system in Prague; it will also reduce private vehicle use by encouraging mode shift from private vehicle to public transport and will improve access to jobs and other social 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.



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Environmental Assessment

The SUMP for Prague, has been subject to a Strategic Environmental Assessment (SEA) in compliance with SEA Directive 2001/42/EC. A favourable opinion of the Ministry of the Environment was issued on the SUMP including the SEA.

The project falls under Annex II of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU and was screened in by the Competent Authority (Prague City Hall, Department for the Environment) on 24 August 2011. The project has thus been subject of an Environmental Impact Assessment (EIA) procedure. The EIA decision of the Competent Authority was issued on 12.11.2012. The validity of the EIA decision was extended by the Competent Authority (City of Prague, Department for Environmental Protection, Environmental Impact Assessment Unit) on 6.04.2020 following the respective Promoter's request.

Benefits of the project: The project will promote a modal shift from private car and bus users to cleaner underground metro. The project will also improve the reliability and the quality of the public transport service in the southern part of Prague, helping thus reduce reliance on private cars and maintain and/or increase public transport share. The project is expected to reduce the Green House Gases (GHG) emissions associated to the current mobility patterns, the air pollution, noise and traffic congestin in the city.

Environmental impacts: The EIA find that the project will not have a long-term negative effect on the geology, air quality, ambient acoustic situation, climate, urban landscape, natural resource and cultural monuments. It does state that some of these will be temporarily affected during construction but to a small degree. The main impacts occurring during construction phase are: gas emissions by the heavy plant machinery, impacts on the ground water, volumes of excavated material to be disposed, noise levels and cutting of trees (limited areas) affected by the station exits.

One of the long-term residual effects is on fauna and flora. The EIA finds that project effect on the fauna and flora to be acceptable. The primary impact will be due to clearing of trees and vegetation for the depot (outside scope of EIB finance but part of the project) and some of the station exits. Mitigation measures are foreseen, as specified by the Competent Authority in the EIA decision. Twenty-five percent of the felled trees will be replanted within the project corridor and the remainder will be planted outside the corridor under the supervision of the Competent Authority.

There are cultural monuments (vineyards, buildings and monuments) in the vicinity of the works - the supervision falls under a separate competent authority (Prague City Hall and Prague Institute of Heritage Conservation) who will ensure that works do not disrupt these monuments.

Impacts on protected areas or biodiversity: According to the EIA, the project does not affect any protected areas (Natura 2000) and it does not have any impact on any protected habitats either. The Bank has sought and received clarification from the Promoter (via a letter from the competent authority) that confirms that the project does not affect any Natura 2000 site. The closest site is located 50km away.

Alignment with Paris Agreement: The Project is aligned with the Paris Agreement, according to Annex 2 the EIB's Climate Bank Roadmap because it supports investment in public transport (metro).

The project also makes a significant contribution to climate change mitigation (according to Annex 4 of Climate Bank Roadmap) as well as environmental sustainability.



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Climate change adaptation: At appraisal, the Promoter informed the Bank that possible impacts of Climate Change have been taken into account during the design phase of the project. The Czech Republic has a Climate Adaptation policy² and the City of Prague also has a policy that is aligned with the national policy. The project is aligned with both policies.

Green House Gases emissions: The GHG for project have been calculated by the Bank but fall below the thresholds defined for the Carbon Footprint Exercise (CFE). The project will result in a reduction of 6kt CO₂-equivalent per year. During operations, the project will emit 6kt CO₂-equivalent per year (half of the current emissions on the corridor that the new metro line will serve).

Public Consultation and Stakeholder Engagement

As part of the consultation process carried out in 2011 in the context of the EIA, the Promoter engaged with all relevant third parties involved in the project as well as the wider public. Observations of the relevant local and administrative authorities concerned were part of the EIA and their recommendations have been taken into consideration prior to approval of the EIA. Public consultations were held and these consultations were documented³ in meeting minutes.

Conclusions and Recommendations

The project will have a positive impact on the environment, climate and well-being of residents of Prague.

During construction the project will have temporary impacts on the geological environment, the air and the acoustic situation, climate and landscape, natural resources and cultural monuments.

After construction, the project will have a low residual impact on fauna and flora in particular the location at which trees are replanted. The Competent Authority finds these impacts acceptable.

The Promoter has provided the Bank with a confirmation from the Competent Authority that confirms the project has no impact on any Natura 2000 areas.

The project is acceptable for EIB financing in E&S terms.

² National strategy available at:

[https://www.mzp.cz/C1257458002F0DC7/cz/zmena_klimatu_adaptacni_strategie/\\$FILE/OEOK_Naro_dni_adaptacni_strategie-aktualizace_20212610.pdf](https://www.mzp.cz/C1257458002F0DC7/cz/zmena_klimatu_adaptacni_strategie/$FILE/OEOK_Naro_dni_adaptacni_strategie-aktualizace_20212610.pdf)

³ PZn. S-MHMP-0442488/201 I/OZP/VI/EIA/777-7/Nov of 2 9. 2012.