

Luxembourg, 8 August 2024

## Environmental and Social Data Sheet

### Overview

Project Name: ELEKTROBUSSE KLAGENFURT  
 Project Number: 2022 - 0297  
 Country: Austria  
 Project Description: Acquisition of 50 battery electric buses, set-up of associated infrastructure ( E-bus depot, charging infrastructure, IT systems) and rehabilitation of the central public mobility hub in Klagenfurt, Austria

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: no

(Details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

### Environmental and Social Assessment

#### Environmental Assessment

The project comprises the following components:

1. the acquisition of fifty (50) electric buses (42 standard buses and 8 articulated buses), the construction of an electric bus depot including charging infrastructure for 50 vehicles and the construction of charging infrastructure at final stops.
2. the acquisition of on-board and on-road units for the control of light-signaling systems for bus prioritization; and
3. the refurbishment of the main mobility hub of the city of Klagenfurt, Heiligengeisplatz, to reallocate more space and priority to public transport and soft modes.

The investments are part of the city strategy to increase the modal share of public transport and transition to zero emissions bus fleet.

The manufacturing of electric buses, software, and IT systems for e-buses operations as well as charging infrastructure 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 for these components. Similarly, no EIA is required for the interventions in the main mobility hub that are taking place in the footprint of the existing hub and they are not changing the size of the original hub.

The construction of the depot does fall within the scope of Annex II of EIA Directive 2011/92/EU, amended by Directive 2014/52/EU, and the Member States shall determine through either a case-by-case examination or thresholds/criteria set by the Member State whether the project

<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.



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shall be made subject to an EIA. The Austrian Government has determined in an Annex to the national EIA legislation, a set of criteria and thresholds. In accordance with this Annex, the competent authority opined in November 2022 and in November 2023 that the new depot financed under this operation does not require an EIA and therefore no EIA has been done.

As reported by the promoter, the project is located fully inside the urban area and within existing road corridors and publicly owned areas and does not come close to any Natura 2000 area.

The project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport, also partially reducing private car usage. Some additional positive impacts will derive from the operation of new vehicles with better environmental performances than the diesel vehicles to be replaced.

### **Social Assessment**

There is a risk of use of forced labour in the supply chain of the main components of electric buses. The promoter shall make reasonable efforts to carry out appropriate due diligence throughout its supply chains for electric buses used in the Project, with the aim of avoiding the use of forced labour.

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

Given the nature of the components to be financed, public consultation is not applicable.

## **Conclusions and Recommendations**

The project is predicted to have a positive environmental impact. The renewal of the bus fleets from diesel to zero-emission technologies will contribute to reduced pollution and noise, as well as an increase in energy efficiency. In addition, these investments are expected to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or increase public transport share.

### **Undertakings**

- The promoter will report on the disposal of the buses replaced under this operation in progress and completion reports.
- The promoter shall make reasonable efforts to carry out appropriate due diligence throughout its supply chains, with the aim of avoiding the use of forced labour in the supply chains of the electric buses that will be used for this Project.

Subject to these conditions being met, the project is acceptable for EIB financing in environmental and social terms.