



24.2.26

## Environmental and Social Data Sheet

### Overview

Project Name: PLOIESTI URBAN MOBILITY  
 Project Number: 20250128  
 Country: Romania  
 Project Description: The project includes investments in the renewal of the tram fleet through the acquisition of 20 new low-floor trams, as well as minor refurbishment of the existing tram depot to ensure improved stabling facilities.

E&S Risk categorisation Low

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

### Environmental and Social Assessment

Low Risk: the project is likely to result in minor or no adverse environmental, climate and/or social impacts and risks, as explained further.

#### Environmental Assessment

The city of Ploiesti intends to improve the quality and reliability of its public transport services and has prioritised investments in the tram network. The need for these types of investments has been identified in various strategic documents and plans such as the Sustainable Urban Mobility Plan (SUMP), the Integrated Strategy for the Urban Development (SIDU) and the Sustainable Energy Action Plan (SEAP).

#### Compliance with applicable environmental legislation

The Environmental Competent Authority, the Prahova County Environmental Protection Agency (Agentia pentru Protectia Mediului Prahova), decided the SUMP and the SIDU are not subject to a strategic environmental assessment (SEA) according to Decision no. 69/8861/11.07.2022 and Decision no. 63/26.08.2024.

Minor refurbishment of the existing depot buildings and installations will be carried out within the existing site perimeter. According to the Promoter, despite the minor works, a construction permit and a screening decision from the Competent Environmental Authority will be required, although the Promoter expects these works will be screened out. Since, the expected screening out decision is not yet available, an undertaking will be put in place.

The production of tram rolling stock will take place in the manufacturer's factories, therefore all project components fall outside the scope of Directive 2014/52/EC amending Directive 2011/92/EC.

#### Environmental impacts

During the operational phase, the noise and vibration impact along the tram lines are expected to reduce due to the new rolling stock. In addition, all project components are to be implemented and operated in an urban environment and the existing right-of-way and site perimeters,

<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.



therefore, based on the nature and location of project components, the Promoter does not expect to have a negative impact on protected sites or species.

### **Climate change mitigation and Paris Alignment**

The Project is considered Paris aligned according to Annex 2 of the EIB Climate Bank Roadmap, because it supports investment in public transport infrastructure and fully zero emissions rolling stock. The Project provides a substantial contribution to Climate Change (Mitigation) according to Annex 4 of EIB's Climate Bank Roadmap (CBR) and a substantial contribution to Environmental Sustainability (Pollution Prevention).

As the depot is not located in a flooding risk area the project's physical climate risk was considered low.

The counterpart being a sub-sovereign public authority (SSPA) is out of scope of the PATH framework.

### **Social Assessment**

The Project does not require land acquisition and is not expected to have negative social effects. In terms of accessibility, the new rolling stock specifications include low floors and access ramps to facilitate access for persons with mobility impairments, features which are not available on the existing rolling stock.

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

Due to the nature and scale of the project impacts it was not subject to an environmental impact assessment and did not require public consultation.

## **Conclusions and Recommendations**

During the operational phase, the noise and vibration impact along the tram lines are expected to reduce due to the new rolling stock.

The Promoter undertakes to provide the screening decision from the Competent Authority regarding the works for the tram depot.

Based on the information provided by the Promoter, and with the conditions above being met, the project is considered acceptable for EIB financing from an environmental, climate and social point of view.