

Environmental and Social Data Sheet

Overview

Project Name:	Sao Paulo Rolling Stock
Project Number:	20130153
Country:	Brazil
Project Description:	The project consists of the acquisition of 73 passenger train sets (EMUs) of eight cars each to increase the performance and capacity of São Paulo's commuter railway lines operated by CPTM (Companhia Paulista de Trens Metropolitanos).
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project involves the manufacture and supply of 73 Electric Multiple Units, EMUs, for the electrified railway network of the São Paulo mega-region. The EMUs will be 8-car. In the EU, rolling stock manufacture would not fall under either Annex I or Annex II of the Environmental Impact Assessment Directive 2011/92/EU, and would not be subject to an EIA.

Eight of the 73 trains in the project are intended for the operation of Line 13, not financed by the EIB. This line will connect to Guarulhos international airport, and its construction works are to soon to commence. Line 13 has been subjected to an Environmental Impact Assessment carried out in a manner compatible with the EU EIA Directive 2011/92/EU.

The development of transport provision in the São Paulo Metropolitan Region is carried out within the framework of the Integrated plan of Public Transport (Plano Integrado de Transportes Urbanos, PITU), which recommends the preferred transport strategy. The PITU is usually updated every 5 years. While not subject to a full Strategic Environmental Assessment, the development of the plan takes account of a preliminary environmental assessment.

The acquisition of the new trains will be used to increase service provision and reduce existing levels of overcrowding, and to replace life-expired trains. The noise emissions of the new trains will comply with relevant Brazilian standards recently updated. The improved services are expected to attract passengers currently making their trips by car and bus, therefore reducing pollution, noise and CO₂ emissions from road vehicles. The project is therefore relevant in the context of climate change mitigation.

It is expected that some of the older rolling stock currently operated by CPTM will be disposed of. CPTM will be required to provide information concerning the procedures to be followed for the disposal/scraping of the rolling stock that will be taken out of service.

Environmental and Social Assessment

Environmental Assessment

Manufacturing and assembly of the rolling stock will take place at the facilities of the companies supplying the rolling stock. For the rolling stock already procured (65 trains), the manufacturer's facilities are located in Spain (CAF) in South Korea (Hyundai Rotem) and in

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Brazil for their respective subsidiary companies. Eight trains are still to be procured, intended for operation in Line 13, and the location of the respective manufacturing facilities will therefore only be known later. The maintenance of the trains to be procured under this project will be carried out at existing CPTM depots – the construction of new depots is not envisaged.

Line 13 of the CPTM rail network, not included in the EIB financing, will have its construction works partly financed by the *Agence Française de Développement* and its construction is expected to start in the coming months. Line 13 has been subjected to an EIA carried out in a manner compatible with the EU EIA Directive 2011/92/EU. This included a public consultation process, which included a public audience on 8 August 2008 at the end of a 45-day period during which project information was made available. The alignment of Line 13 is typically either elevated or alongside existing rail lines, and it avoids densely built-up areas, thereby minimising negative impacts. The EIA report makes reference to acoustic and vibration mitigation measures.

The new trains will have regenerative braking. Noise emissions will comply with Brazilian standards, notably NBR 13067 and NBR 13068, first issued in 1994 and subsequently updated.

The promoter CPTM, implements an Environmental Management Plan. It focuses on the handling and treatment of waste, including that produced at its maintenance facilities. Staff training/awareness sessions have been ongoing since 2010. Other specific action plans include the provision of bicycle parking facilities at several stations and the reduction of water consumption at CPTM facilities.

It is expected that some of the older rolling stock currently operated by CPTM will be disposed of and scrapped. This will depend on sufficient availability of newer rolling stock. CPTM will be required to provide information concerning the procedures to be followed for the disposal/scrapping of rolling stock that will be taken out of service.

Social Assessment

Although the supplier for 8 of the EMUS in the project has not yet been selected, the manufacture and supply of rolling stock forming the EIB project is not expected to give rise to relevant social issues. On the positive side, the project will provide improved public transport, generally on the CPTM network and in particular concerning public transport provision to the city of Guarulhos, the second most populated in in the São Paulo mega-region. The project will contribute to a better quality of life of the population who use the rail system by providing increased quality and availability of services, in particular for vulnerable categories that benefit from free access to the network.

Concerning Line 13, not included in the EIB finance, the careful design of the project means that only 39 properties need to be purchased, of which 22 are residential and the remaining commercial. The procedures for compensating the affected residents and companies are well established in Brazil and no relevant social issues have been identified.

Besides, CPTM has a comprehensive occupational health and safety plan