

Environmental and Social Data Sheet

Overview

Project Name:	CAIRO METRO LINE 2 ROLLING STOCK	
Project Number:	2013-0638	
Country:	EGYPT	
Project Description:	Purchase of additional rolling stock to improve services at line 2 of Cairo Metro, to alleviate traffic congestion and promote public transport in urban greater Cairo.	
EIA required:		No
Project included in Carbon Footprint Exercise ¹ :		No

Environmental and Social Assessment

The project consists of the manufacturing and supply of 13 metro trains, each 8 cars long, for operation on line 2 of the metro of Cairo. 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. Also in Egypt there is no national requirement requesting the promoter to complete a specific environmental assessment for this type of investments.

Introduction of the additional train services does not require any amendment of the infrastructure, as the original design did foresee the proposed increase in trains per hour. At the depot it is needed to add two extra tracks but this will happen inside the current depot and does not require any expansion of the existing Shubra El-Kheima depot area. Consequently, the project does not require any infrastructure that could have been subject to an EIA.

The trains will be operated by ECM, the Cairo metro operator. ECM has to comply with the requirements stipulated by Egyptian law, in particular section 5, "Occupational health and safety and secure work environment" in the Egyptian labour law (law no. 12 for the year 2003). ECM also receives Health and Safety rules from the Ministry of Transport. In terms of the environment, ECM has to comply with the Egyptian Environmental Law (law 4/1994, amended by law 9/2009). For this purpose, ECM has a dedicated Health, Safety and Environment department employing about 300 staff.

It was identified that ECM has a strong focus on emergency preparedness planning. ECM liaise with the National Authority for Tunnels during the construction phase, who are responsible for the development of the emergency plans, which are then passed to ECM for their implementation. The plans are authorised by Egyptian emergency services.

A recent audit of ECMs HSE-performance demonstrated that ECM has a good awareness of health and safety risks associated with their activities, even though the safety at work rules enforcement could be improved. The audit has also identified where there are opportunities for ECM to improve their performance. An Environmental and Social Management Plan is being developed to bring ECMs operations in line with international Environmental, Health, Safety and Social standards. Some improvement measures included in the draft ESAP are:

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.

- Appointment of an Environment Manager and review of roles and responsibilities to monitor and report on the EHSS performance of ECM operations management systems.
- Development and implementation of an environmental management system and health and safety management system (in line with ISO 14001 and OHS AS 18001 or equivalent).
- Development and communication of HR policies with staff and contractors. As part of the tender / bidding documents, incorporating environmental and social policies to be enforced under the maintenance contract as part of the contractor's obligations towards ECM and subsequently ECM to monitor proper implementation of such policies.
- Development and implementation of both external and internal grievance mechanism as part of the Stakeholder Engagement Plan. Identification of contaminated land and subsequently implementing relevant remediation measures.

The promoter undertakes to further develop and implement the ESAP during the implementation of the project.

The new trains are likely to have positive environmental impacts due to the technology purchased. The trains will have regenerative braking, allowing the operator to reuse breaking energy by other trains. It is also expected that the new metro services will result in a modal shift from car to metro, as a reduction of the overcrowding and improvement of reliability will attract passengers that would otherwise use a private car. Given that Cairo road traffic situation is already hugely congested, unsafe and highly polluting, such a reduction of car traffic due to the project will result in benefits in terms of traffic safety and reduction of local pollution.

Summary and recommendations

The project involves the manufacture and supply of 13 metro trains, each 8 cars long, for operation on line 2 of the metro of Cairo. 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.

The new trains will be operated and maintained by ECM, who has a dedicated Environmental, Health and Safety team. An Environmental and Social Action Plan is being developed to improve current performance, and the promoter undertakes to implement this plan during the project implementation.

The new trains will be used to increase service provision and reduce existing levels of overcrowding on line 2 of the Cairo metro. 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.

Subject to the above undertaking, the project is therefore acceptable for Bank's financing.