Luxembourg, 05.04.2016

Environmental and Social Data Sheet

Overview

Project Name:	Tram-Reg-Bahn Innsbruck
Project Number:	2015-0444
Country:	Austria
Project Description:	Extension of the existing tram network in Innsbruck in Tyrol in Austria to replace the existing bus line O. This involves the construction of stretches of tram tracks adding up to an additional 12 km per direction, an additional stabling facility and the purchase of 20 new tram vehicles.
EIA required:	No
Project included in Carbon Footprint Exercise[1]:	No

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The project includes the construction of stretches of tram tracks adding up to an additional 12 km per direction. This will put into place, together with the existing network, an east-west tram corridor serving the entire city area. In order to facilitate adequate service, a new stabling facility will be constructed in an existing industrial area immediately next to the existing service and maintenance facilities of the Promoter.

The construction of rail tracks falls within the scope of Annex II of EIA Directive. The Land Tirol (Abteilung Umweltschutz) as the Competent Authority has screened out the project, based on national legislation and following Annex III criteria of Directive Directive 2011/92/EU. Important reasons for screening out were the fact that the project is within the built up area, within an existing road corridor and no individual new stretch is longer than 10km. The Promoter has shown in the process up until now to be capable to manage environmental issues.

The tram tracks are mainly constructed in existing road corridors across the inner city and close to buildings. The promoter studied noise and vibration impacts extensively, to ensure compliance. As on some sections the maximum norms would be exceeded, for example at a section that runs along a laboratory of a hospital, mitigation measures were included in the design of the project mainly including shock absorbing materials in the track bed construction, bringing noise and vibration to an acceptable level.

The project is being implemented in more than 30 phases, starting in 2010 and to be concluded in 2020. This approach to construction planning has been taken in order to minimize disruptions for traffic and inconvenience for inhabitants to as small an area as possible at any given time.

The construction of tram rolling stock will take place in the manufacturers' plants and does not fall within the scope of the EIA Directive 2011/92/EU.

When the fleet of vehicles is expanded from with 20 new vehicles from 32 to 52, then the existing stabling facilities will become insufficient. Thus an additional stabling facility will be constructed in an industrial area replacing an existing building. This is close to existing depot

[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.

and workshop facilities. The new facility will be stabling only and will have a capacity of approximately 24 vehicles. The building permit has not yet been obtained.

The project contributes to the goals to improve the modal shift in transport that is necessary to improve air quality and curb emissions as described in various traffic and mobility strategy documents of the Federal state of Tirol and in the coalition agreement of municipal authority of Innsbruck. None of these documents were subject to an SEA. Cumulative impacts with other investment projects in the area are however not expected to be significant.

Public Consultation and Stakeholder Engagement
The Promoter has constantly during the planning and construction process on a voluntary basis engaged itself in information meetings with the inhabitants, neighbours and stakeholders in general. At all construction sites, posters have been put with information on how to contact the Promoter in case of questions or information required. The project is generally seen quite positive by the stakeholders and the inhabitants, and no major disputes during the public consultation have been recorded.

Other Environmental and Social Aspects
The new trams are accessible for people with reduced mobility and for prams.

Conclusions and Recommendations

- The construction of rail tracks falls within the scope of Annex II of EIA Directive. The competent authority has screened the works out.
- On some (sensitive) locations the promoter studied noise and vibration impacts and implemented mitigation measures.
- With regard to biodiversity: as the project is located in the built-up area no impacts on protected areas or species are expected.
- The construction of tram rolling stock will take place in the manufacturers' plants and does not fall within the scope of the EIA Directive 2011/92/EU.
- The promoter undertakes to inform the Bank before the end of 2016 on the building permit for the depot.
- The project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport, also reducing private car usage to some extent. Some additional positive impacts will derive from the operation of new rail vehicles with better environmental performances per passenger compared to the replaced busses.
- Based on the mitigation measures put into place, the project is acceptable in environmental terms for Bank financing.