

Public

Environmental and Social Data Sheet

Overview

Project Name: PILSEN PUBLIC TRANSPORT
Project Number: 2018-0187
Country: Czech Republic
Project Description: The project will finance the purchase of up to 34 replacement tram vehicles, purchase of up to 34 replacement trolley-buses and reconstruction of depot facilities at Slovany (including modernisation of the power supply infrastructure at Bory and Letná).

EIA required: no

Project included in Carbon Footprint Exercise¹: no

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

Environmental and Social Assessment

Environmental Assessment

The project will finance the purchase of trams and trolley-buses, and the reconstruction of depot facilities. The trolley-buses and trams will be of higher environmental and operating standards (noise emission, braking distance, acceleration, etc.) than the existing vehicles they will replace. These differences should result in higher safety levels. The new trolley-buses will have traction batteries, which will enable them to replace diesel buses on some routes that lack catenaries on some sections. The new depot will have modern vehicle washing facilities, a green roof and rainwater harvesting from the roof.

All investments made in the project are aligned with the City of Pilsen's Transport Strategy and are also part of the investment strategy of Plzeňské městské dopravní podniky (PMDP – Pilsen Public Transport Company), who is the Promoter of the project. The City's Transport Strategy has undergone a Strategic Environmental Assessment and was adopted into the City's Statutes in February 2017. The investments on this project are part of the 2018-2032 investment programme of PMDP.

The manufacturing of rolling stock (both trams and trolley-buses) falls outside the scope of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. No EIA is thus required. The reconstruction of the depot at Slovany falls inside Annex II of the EIA Directive and is

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.

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therefore subject to screening by the Competent Authority. In this case, the Competent Authority has screened out the project, as neither the use of the site, nor the size or capacity of the depot will change. The modernisation, of the power supply facilities at Bory and Letna also fall outside the scope of EIA Directive 2011/92/EC amended by Directive 2014/52/EU. No EIA is thus required.

The Promoter has undertaken preparatory surveys at the Slovany depot to identify hazardous materials. The findings of these surveys have been made available to the designers and planners of the upgrade project. Hazardous materials like asbestos have already been removed and are thus not expected to affect the reconstruction works.

As part of the reconstruction, the new depot will have the entrance to the depot relocated at a less intrusive location to ensure compliance with national noise regulations. In addition, the new depot will have indoor parking for all trams thus leading to less noise emission. Noise barriers will be built at appropriate locations on the periphery of the facilities.

Given the location of the project inside an urbanised area, no impacts on Natura 2000 or other protected sites are expected.

Overall, the project is expected to have a positive environmental impact. The new trams and trolley-buses will enable the Promoter PMDP to provide a higher level of service in terms of passenger comfort, access for passengers with disabilities and improved vehicle reliability. The design of the new depot will reduce impacts on the direct surrounding, in particular with regard to noise. The main result of the project is to maintain and improve the attractiveness of public transport, which in turn will maintain or even increase the public transport market share, subsequently reducing private vehicle usage and its adverse impacts on the environment.

Public Consultation and Stakeholder Engagement

The Promoter will undertake public consultation for the depot reconstruction in the context of the zoning permit and building permit. This will address the direct neighbours of the site, predominantly residents and but also some business facilities and civil administration offices (e.g. Police).

Conclusions and Recommendations

The project is expected to have a positive environmental impact. When compared to a “do-minimum” baseline situation, the purchase of additional trams, trolley-buses, depot rehabilitation and modernisation of the power supply will have a positive impact in terms of retaining and potentially improving the market share of public transport, energy utilisation, energy efficiency, air and noise pollution and CO₂ emissions. The project will support the City's sustainable transport policy by making public transport more attractive to users.

Considering the above, the project is acceptable for EIB financing in environmental and social terms.