

Environmental and Social Data Sheet

Overview

Project Name:	ROTTERDAM ELECTRIC BUSES TRAM & METRO INFRA
Project Number:	2017-0456
Country:	Netherlands
Project Description:	The project entails investments into a cleaner bus fleet and the bus, tram and metro infrastructure of RET, the public transport operator in Rotterdam.
EIA required:	No
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The project is to purchase buses (various propulsion technologies) that will operate on the RET network, charging stations for some of the buses procured and a programme to renew the tram and metro tracks on the RET network. Specifically, the project will consist of:

- Bus fleet renewal that includes a technology shift:
 - Purchase of 105 zero emission electric buses;
 - Purchase of 103 diesel hybrid buses;
 - Purchase and installation of charging facilities for electric buses, inc. 17 opportunity charging stations (OC) and 32 overnight charging stations to be installed both at the depot and along the bus routes.
- Renewal of tram and metro tracks and other related infrastructure within the RET network.

RET is required to have a full zero emission fleet by 2030. With a current fleet of approximately 270 buses, this project will enable RET to make significant progress in achieving its goal of having a full zero-emission bus fleet by 2030. The 105 buses purchased on this project will bring the percentage of zero emission buses on the RET fleet to almost 40% by 2022.

The purchase of 103 hybrid buses, reflects the desire of the Promoter to move towards a fully zero-emission bus fleet in a in a controlled and financially sustainable

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 which are as of 1-1-2019: above 20,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

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method. The hybrid buses will replace older diesel buses and should also result in lower noise and environmental pollution.

To enable the electric bus fleet to operate, it is also necessary to invest in charging stations that will enable the buses to be recharged en-route and overnight at the depot. The charging stations will enable RET to operate a zero-emissions bus fleet in the City of Rotterdam. The en-route charging stations are envisaged to share power supply stations with the existing RET (tram and metro) network. Discussions on how to best implement these are ongoing.

The tram and metro line track renewal programme will replace tracks (and other ancillary equipment) that are approaching the end of their technical life. This programme will enable RET to continue operating trams and metro in a safe and reliable manner.

Manufacture of the new buses will take place in the manufacturer's plant and does not fall within the scope of the EIA Directive 2014/52/EU (amending 2011/92/EU); therefore no EIA is required for this component. Also, the metro and tram track and catenary replacement and installation of charging stations does not fall within the scope of the EIA Directive, as these kind of works are unlikely to have significant adverse effects on the environment. No sensitive area (including EU nature conservation areas) are directly affected by the operation.

Some old diesel buses to be replaced by the newly purchased buses may be reassigned to serve if needed in case of emergencies (e.g. RET has a role if ever evacuations are needed in the Rotterdam region due to calamities) but most old diesel buses will be either scrapped or sold to other transport operators to be identified, setting off a cascade of reassignments of buses at the end of which some older vehicles will be scrapped. This will be performed in accordance with applicable EU and national rules and regulations. The old buses of the promoter comply with emission standards of EEV or equivalent whereas fleets of other bus operators may still have buses that have a worse environmental performance.

All components of the project contribute to provision of sustainable public transport in the City of Rotterdam and its environs. The project elements are expected to make public transport more competitive (and attractive) hence contribute to reducing the use of private vehicles and thus further reduce tailpipe emissions in the urban environment. If these public transport services were not provided and improved, travellers would transfer to private vehicles bringing the usual undesirable consequences of congestion, noise, and CO₂ and other harmful air emissions.

Public Consultation and Stakeholder Engagement

RET has contact with its stakeholders at various levels and on various topics to gain insight into their views and wishes. Formal public consultation and stakeholder engagement with consumer organisations takes place within the Rotterdam The Hague metropolitan (transport) region place within the mentioned METROCOV cooperation platform. This concerns subjects such as the transport plan of the RET.

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Other Environmental and Social Aspects

RET has a corporate social responsibility (CSR) policy on which it reports. As part of this policy it is targeting, for instance, to reduce the emissions of its vehicles through cleaner vehicles such as the new buses, but also through generating renewable energy through solar panels and reducing energy consumption by changing the driving style of its bus, tram and metro drivers.

The RET is not yet certified under ISO 14001, but the new rail public service contract (PSC: 2016-2026) requires that RET will implement an environmental management system that is in line with ISO 14001.

Conclusions and Recommendations

The project is expected to have positive environmental impacts. The upgrades to the tram and metro network will maintain the competitiveness of these services.

The shift from diesel buses to zero-emission buses (and hybrid buses) will reduce emissions (CO₂, NO_x and particulate matter) – directly as the new buses comply either with latest environmental regulations or indirectly via reduced private vehicle usage.

The project is acceptable for EIB financing in environmental & social terms.