

Environmental and Social Data Sheet

Overview

Project Name:	BRATISLAVA SUSTAINABLE URBAN MOBILITY
Project Number:	2019-0529
Country:	Slovakia
Project Description:	The project concerns the financing of different investment schemes in the City of Bratislava mainly in the field of public transport and within the framework of the City's development plan and the public transport operator's investment plan for the next 5 years. Some of these schemes are expected to be complemented by EU grant support.
EIA required:	Yes, for the new tramway line to Petržalka (Phase II). For the tram extension components, to be checked at allocation stage.
Project included in Carbon Footprint Exercise ¹ :	no ²

Environmental and Social Assessment

Environmental Assessment

The project, structured as a framework loan, concerns the financing of different investment schemes in the city of Bratislava.

A major scheme already identified concerns a new tramway line linking the city centre with the most densely populated residential area Petržalka (Phase II). The project also includes other interventions that support the promotion of public transportation, such as expansion, upgrading and modernisation of the tramway network, public transport priority at intersections, acquisition of new trolley buses, development of new cycling infrastructure and development of strategically located P+R facilities.

- *Compliance with applicable Environmental Legislation:* Slovakia, as a Member State, is required to follow the relevant EU legislation in relation to the environmental impact of projects (namely SEA, EIA, Habitat/Natura 2000 Directives). The Promoter's and the transport operator's (DPB - Dopravný podnik Bratislava) institutional capacity to manage the environmental issues are considered satisfactory.

All schemes to be financed are included in the Transport Master Plan, approved in 2016, and have gone through a strategic environmental assessment (SEA) process, in compliance with EU SEA Directive 2001/42.

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

² The Carbon Footprint of the individual subprojects will be assessed at a later stage and may be above the thresholds.

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The following table summarises the environmental requirements of the targeted components:

Component	Environmental details
1. New tram line in Petrzalka (Phase II)	Annex II of the EIA Directive
2. Reconstruction and extension of existing tramlines	Might fall under Annex II of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU
3. Acquisition of trolleybuses	Out of the scope of the EIA directive
4. New cycling infrastructure	Out of the scope of the EIA directive
5. New P+R sites with transfer to public transport	Might fall under Annex II of the EIA Directive
6. Public transport preference at intersections	Out of the scope of the EIA directive

The Bank will request, after project completion, information from the Promoter on the disposal of the trolleybuses and other rolling stock to be replaced in accordance with EU and national regulation on scrapping of end-of-life vehicles (ELV) (Directive 2000/53/EC).

For the schemes to be approved at a later stage and falling under the scope of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU, relevant information and compliance with the EIA Directive will be checked at allocation stage. In particular, screening decisions will need to be made available to the Bank. The Bank will also require the Promoter to make the Non-Technical Summary (NTS) of the EIAs available to the public through publication on its website and for reporting to the EIB.

- *Environmental Impacts:* Potential impacts of the schemes will be assessed by the competent authority in the permitting process and will be assessed by the Bank when the schemes are submitted for allocation under the Framework loan. Given the location, the size and the nature of the schemes, the environmental impacts are expected to be minor and the residual impacts limited. In the cases of tram infrastructure modernisation schemes, the intervention will be limited to the existing tram's right of way, which reduces potential impacts. In addition, a number of technical and organisational measures aiming at minimising these impacts will be taken into consideration during the construction phase.

The materials from the track maintenance, mainly metal and concrete, are recycled according to the waste management plan of the city.

The renewal and improvement of public transport will contribute to reduced pollution and noise, as well as low-carbon transport, and will allow an increase in energy efficiency. In addition, the investments will have the capacity to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or increase public transport share.

- *Location, Natura 2000 and Biodiversity issues:* Given the nature of the project, with schemes located in a consolidated urban environment, no impacts on Natura 2000 or other protected sites are expected. Nevertheless, compliance with the Birds and Habitats Directives will be further checked during the appraisal of individual schemes at the allocation stage.

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- *Climate change mitigation and energy efficiency:* Energy efficiency will increase, since the new trolleybuses will consume 20-30% less energy per vehicle-kilometre and per passenger than the rolling stock to be replaced. Beside this, due to the better comfort of the new rolling stock, the attractiveness of the network will increase, thus fostering modal shift away from cars and reducing related pollutants.

Social Assessment, where applicable

Given the information available at this stage and the site visit observations, the potential schemes are not likely to trigger any of the Bank's social standards. Nevertheless, this will be further checked during the appraisal of individual schemes at the allocation stage.

Public Consultation and Stakeholder Engagement

Public consultation has been carried out under the strategic environmental assessments (SEA) process. Public consultations within EIA processes will be checked during the appraisal of individual schemes at the allocation stage, where it is applicable.

Conclusions and Recommendations

The Promoter's and the transport operator's institutional capacity to manage the environmental issues are deemed satisfactory.

The project is expected to have a limited negative environmental impact during construction, but on the other side it is expected to have a positive impact during operation, as it will encourage the use of public transport through better service quality, thus decreasing car pollutants.

Given that detailed information on the schemes is not available at this stage, environmental aspects will be checked at allocation stage and the Bank will require the Promoter to act according to the provisions of EU applicable directives. The Promoter will be contractually obliged to provide the Bank with all relevant environmental documents at allocation stage. Clearance of all the environmental issues for any scheme to be included in the Project is a precondition for allocation.

Disbursement conditions

The Promoter shall provide to the Bank, if applicable for the schemes, all relevant environmental documents in the context of the EIA Directive before allocation.

Undertakings

The Promoter undertakes to dispose of or decommission in a proper way the rolling stock to be replaced in accordance with EU and national regulation on scrapping of end-of-life vehicles (ELV) (Directive 2000/53/EC).

Subject to this conditions being met, the project is acceptable for EIB financing in E&S terms.