

Public Environmental and Social Data Sheet

Overview

Project Name:	OEPNV GRAZ
Project Number:	2018-0706
Country:	Austria
Project Description:	Extension and improvement of the tram infrastructure and modernisation of the bus and tram fleet in the City of Graz
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation.

Environmental Assessment

In 2010, the Graz City Council approved the City Transport and Mobility Guidelines 2020. In 2015, the latest Masterplan ÖV (Masterplan Public Transport) was approved, including a program of investment and measures up till 2023. An important pillar of the city strategy is to improve and expand the tram services. The Public Service Contract between the city and the main operator reflects these investment plans for rolling stock and infrastructure.

In line with the city strategy, the project will enhance and expand the public transportation in Graz and in particular by rehabilitating and expanding tram infrastructure and the acquisition of supplementary rolling stock. A minor part of the project (11 %) is dedicated to support a partly renewing the bus fleet as the last procurement implementing the existing mobility plan. The city strategy is to gradually introduce electric buses, and two projects piloting electric (Battery Electric and Fuel Cell) buses at a total cost of EUR 23m as preparation of this transition. In order to secure the needed level of bus service in accordance with the PSC, the PTO will in the coming years procure a limited number of new diesel buses and CNG buses as replacement of old, outdated vehicles. The trials with the new electric buses fall outside the scope of this project, as these buses are financed from other sources.

Environmental compliance

The manufacturing of tram and bus rolling stock and buses will take place in the manufacturers' plants and does not fall within the scope of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB draft 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.

Luxembourg, 27 September 2019

The modernisation and extension of tram infrastructure does fall within the scope of Annex II of EIA Directive 2011/92/EU as amended by Directive 2014/52/EU, and therefore the Member States shall determine through either a case-by-case examination or thresholds/criteria set by the Member State whether the project shall be made subject to an assessment. The Austrian Government has determined in an annex to the national EIA legislation, published in 2000, a set of criteria and thresholds. In accordance to this annex, modernisation of tram tracks or small extensions of these tracks do not require an EIA.

The wider development plan for the Reininghaus area, of which one of the tram extensions is part, does require a screening, which was done by the competent authority (Land Steiermark, Department of Environment and Planning) who decided in April 2015 that no EIA was required.

Environmental impacts

Adverse environmental or social impacts due to the project are expected to be minor given the type of works included in the project. Modernisation of tracks usually only result in minor residual impacts during construction, while having positive impacts after construction as noise levels will be lower. The few new tracks are being constructed within existing road corridors and therefore impacts on the environment during and after construction are expected to be minor. The project is located fully inside the urban area and within existing road corridors and does not come close to any Natura 2000 area, which are at minimum 10 km away.

The project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport, also partially reducing private car usage. Some additional positive impacts will derive from the operation of new vehicles with better environmental performances.

Dismissed rolling stock may be scrapped, and if that is the case, the recovering and recycling of usable components will follow relevant national environmental legislation.

Conclusions and Recommendations

The project will have positive net effects both from a social and an environmental point of view and is thus acceptable for EIB financing from an Environmental and Social standpoint. The project is fully within the central parts of the city with no particular environmental or social concerns and during construction there will be full focus on minimizing the negative effects of the construction work and substituting service will be inserted.