

Environmental and Social Data Sheet

Overview

Project Name: LIGHT RAIL ROTTERDAM
 Project Number: 2015-0110
 Country: The Netherlands
 Project Description: The project consists of the purchase of rolling stock (22 vehicles) and the renewal of the signalling system of the Rotterdam metro.

EIA required: No

Project included in Carbon Footprint Exercise¹: No

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

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

The project consists of new rolling stock and automatic train protection to improve services on the Rotterdam metro / light rail network.

Manufacture of the new light rail vehicles will take place in the manufacturer's plant and does not fall within the scope of the EIA Directive 2011/92/EU; therefore no EIA is required for this component. Also the replacement and improvement of the ATP signalling system does not fall within the scope of the EIA Directive. The extra trains will be maintained in existing depots of the promoter.

The new rolling stock can be operated on most of the existing and new lines of the Rotterdam metro network, including services on converted heavy rail lines. The project is expected to have an overall positive impact on the environment thanks to the increase in public transport service and quality. Under these conditions, the project is acceptable for Bank financing.

Environmental and Social Assessment

The manufacturing of the rolling stock and the ATP signalling system takes place in existing plants within the EU, in accordance with EU and national specifications and applicable environmental, labour, health and safety regulations. This manufacturing falls outside the scope of the EIA directive.

The new rolling stock can be operated on most of the existing and new lines of the Rotterdam metro network. The new rolling stock is however primarily purchased to increase services on the Randstadrail-line and on the 'Hoekse'-line, both heavy railway tracks that are converted and integrated into the metro network. Randstadrail-line has been converted (first metros in 2006), and given the demand growth over recent years, it is planned to increase the number of trains per hour. The Hoekse-line is being converted and operation starts in 2017. The conversion of the Hoekse-line (ca. 24km) has been screened-out by the competent authority in 2014, as the project is implemented inside the existing railway corridor. There are plans for an extension of the Hoekse-line by ca. 1km to have a station closer to the beach front, for

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.

which an EIA is ongoing and in this EIA also the impact of the conversion will be assessed. The extra trains will be maintained in existing depots of the promoter.

The promoter aims to limit its energy use. The new rolling stock will have regenerative braking, reusing the energy that is released when a metro train brakes. Drivers are trained to drive in a more energy-efficient way. In addition, the promoter procures green energy, i.e. energy that stems from renewable sources.

The new rolling stock will facilitate the use of public transport to persons with reduced mobility. The renewal of the ATP system will ensure safety of metro operations, and ensure compliance with local and European safety legislation.

The project is expected to have an overall positive impact on the environment. There will be improvement of services. 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. An annual saving of about 5 kton CO₂ due to the project has been estimated.