

## Environmental and Social Data Sheet

### Overview

Project Name: AMSTERDAM PUBLIC TRANSPORT FLEET RENEWAL  
Project Number: 2018-0773  
Country: The Netherlands  
Project Description: *Improvement of public transport in Amsterdam through fleet renewal. The project consists of: (i) the acquisition of 30 new M7 metro vehicles; and (ii) the acquisition of 63 new 15G trams.*

EIA required: No

Project included in Carbon Footprint Exercise<sup>1</sup>: Yes

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

### Environmental and Social Assessment

The Project concerns the acquisition of new trams and metros to replace life-expired tram and metro vehicles of the current fleet.

#### Environmental Assessment

*Environmental compliance:* The municipality of Amsterdam has an urban development plan for 2040 which in terms of transport has been elaborated in a Mobility Plan for 2030. The urban development plan has been subject to an SEA, in compliance with EU SEA Directive 2001/42. The Mobility Plan 2030 was approved by the city council in June 2013, and part of the plan is the purchase of new trams and metro to replace part of the fleet of the Promoter that is over 30 years old and are becoming unreliable and expensive to maintain.

The manufacture of the trams and metro vehicles, which will take place in the manufacturer's plant, does not fall within the scope of the EIA Directive 2014/52/EU (amending Directive 2011/92/EU); therefore no EIA is required. Also it is not expected that the project directly affects sensitive areas (including EU nature conservation areas).

The metros will be operated on the existing metro network of the city and maintained in existing facilities. Some of the new trams are planned to be used on the Amstelveen-line, an existing light-rail line that is being transformed into a regular tram line. The transformation into a tram line, nor the new stabling area for this tram line fall within the scope of the EIA directive according to an environmental analysis done by the Competent Authority. Hence, no EIA was required.

*Environmental impacts:* The partial renewal of the tram and metro fleet will maintain the competitiveness of the public transport services delivered by the promoter, and thus contribute to maintaining and improving public transport share, and potentially reducing the

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<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

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use of private car in the urban environment of Amsterdam, with the subsequent reduction of air and noise pollution and CO2 emissions. The new metros are equipped with heat pumps, which results in better energy performance during winter compared to the old vehicles. The new trams will have better regenerative braking and will be constructed with lighter material, resulting in higher energy efficiency. Overall, the impact of the new rolling stock on energy efficiency is likely to be neutral as more energy efficient technology is offset by the introduction of air-conditioning.

The Promoter recycles currently 80% of all its waste, and this share is expected to increase. Materials that are used for the new rolling stock can largely be recycled. For instance the new trams are made of materials of which 92% can be recycled. The trams and metro vehicles that will be taken out of operation due to the project will be disassembled and as much material as possible will be recycled, following the applicable EU and national legislation and best practice.

*Capacity of the Project Promoter:* The Promoter is an experienced transport operator and its institutional capacity to manage the environmental issues is deemed good. The Promoter is setting best practice in terms of climate action, aiming to have 100% zero-emission buses and hybrid ferries by 2025, and aiming to increase energy efficiency by 35% in 2030 compared to 2013. The Promoter follows the code Corporate Governance and ISO9001 on quality management, and by 2020 it will have ISO14001 certified environmental management system for all its transport services.

### **EIB Carbon Footprint Exercise**

The Project is included on the following basis:

- Estimated annual emissions of project in a standard year of operation:
  - Forecast absolute (gross) emissions are 31.8 kilotons of CO2 equivalent per year;
  - Forecast emissions savings are 2.0 kilotons of CO2 equivalent per year.
- The Project boundaries are:
  - In the base case: the services provided by existing tram and metro vehicles that are being replaced, plus some private car mobility that is required as the obsolete fleet will not be able to maintain the service level and therefore lose passenger demand to other modes;
  - In the “with project” case: the services of the new tram and metro vehicles.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

### **Conclusions and Recommendations**

The purchase of new trams and metro vehicles is expected to have positive environmental impacts, mainly by ensuring that existing public transport services in Amsterdam can be maintained and even improved. The Promoter undertakes to dispose of or decommission the old rolling stock in line with applicable EU and national legislation and best practice. Under these conditions, the project is acceptable for EIB financing in environmental & social terms.