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Public

Environmental and Social Data Sheet

Overview

Project Name:	BADEN-WÜRTTEMBERG REGIONAL ROLLING STOCK & ERTMS
Project Number:	2019-0894
Country:	Germany
Project Description:	The project consists of the acquisition of 120 new trainsets for regional rail services in Baden-Württemberg and the retrofitting with European Railway Traffic Management Systems (ERTMS) and Automatic Train Operation (ATO) equipment of 118 existing vehicles.

EIA required:	No
Project included in Carbon Footprint Exercise[1]:	Yes

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

Environmental and Social Assessment

Environmental Assessment

The project consists of the acquisition of 120 electric multiple units (EMUs) fitted with ERTMS and ATO and the retrofitting with ERTMS and ATO of 118 existing electric vehicles.

Manufacturing or retrofitting of rail rolling stock does not fall under Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the project.

Both new and retrofitted vehicles will be used for regional passenger services in the Federal State Baden-Württemberg (Germany). The capacity of the Baden-Württemberg regional fleet operated in the Stuttgart Region will be doubled. The ETCS and ATO equipment will allow shorter train headway and by this means a 33% increase in the infrastructure capacity.

The project will respond to the growing demand for regional rail services, increase their frequency, reduce overcrowding in rush hours, and by this means further increase their attractiveness. In the absence of such investments, the existing regional rail services would not be able to cope with the growing demand thus encouraging the use of private cars.

The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. ATO will allow some additional energy savings by means of optimisation of the driving modes. The new rolling stock will also be in conformity with the EU Technical

[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.

Specifications for Interoperability concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The arrangements for the maintenance of the new rolling stock are to be defined by the supplier, who will also provide full service maintenance. In the case of construction of new depots or modification of existing depots, the supplier will follow the relevant environmental approval procedures.

In addition to the capacity increase, the project also includes replacement of some of the existing rolling stock, which will be redeployed on other lines.

EIB Carbon Footprint Exercise

The project is included on the following basis:

Estimated annual greenhouse gas emissions from the use of the project in a typical year of operation over a 30-year operating assessment period:

- Forecast absolute (gross) emissions are about 145,000 tonnes of CO2 equivalent; and
- Forecast emissions savings are about 104,000 tonnes of CO2 equivalent.

The project assessment boundaries are:

- In the absolute case: the new and retrofitted electric rolling stock operating on the regional lines of the Baden-Württemberg rail network.
- In the baseline case: the existing electric rolling stock operating on the same lines and the road traffic shifted to rail in the project scenario.

The forecasts in the baseline and absolute cases are based on project specific assumptions about electrical energy consumption and fuel efficiency of road traffic.

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.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

Conclusions and Recommendations

The project is expected to increase the modal share of rail and have positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO2 emissions.

If new depots are constructed or existing depots are modified for maintenance of rolling stock acquired as part of this project, the Promoter shall be required, prior to the commencement of the works, to submit to the Bank evidence of conformity with the applicable environmental Directives, in particular the EIA (Directive 2011/92/EU) and Habitats (Directive 92/43/EEC).

Under conditions above, the project is acceptable for EIB financing from an environmental and social perspective.