

**Public**

## **Environmental and Social Data Sheet**

### **Overview**

Project Name: MVB PUBLIC TRANSPORT  
Project Number: 2020-0141  
Country: Germany  
Project Description: Acquisition of 27 new tram vehicles and reconstruction of a tramway depot replacing the existing old facility at the same location and renewing its equipment.

EIA required: yes  
Project included in Carbon Footprint Exercise<sup>1</sup>: no

### **Environmental and Social Assessment**

Public urban transport is considered essential as part of the mobility concept of the strategic urban development of the city of Magdeburg. The shift from private motorized transport to public and non-motorized transport is a key objective of the urban transport development plan (Verkehrsentwicklungsplan VEP 2030).

The public urban transport plan 2018 (Nahverkehrsplan der Landeshauptstadt Magdeburg ab 2018) sets the qualitative and quantitative objectives for the public (tramway and bus) transport network (Zielnetz 2020+) with the tramway, providing around 85% of yearly public urban passenger trips, being the backbone of the system. The investment in new tram vehicles and the reconstruction of the depot "Betriebshof Nord" are included in the 2018 public urban transport plan. The framework for future development consents of projects is set by the overarching multi-sectoral State Development Plan (Landesentwicklungsplan 2010), and for this plan an SEA was completed.

Public urban transport (bus and tramway) is operated by the Magdeburger Verkehrsbetriebe (MVB), under a public service contract (PSC) by the municipality of Magdeburg.

The project consists of the acquisition of 27 new tram vehicles and the (re-)construction and equipment of a tramway depot. The new tramcars will substitute vehicles that are at the end of their physical life. The depot (Betriebshof Nord) to be re-constructed will replace an old,

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<sup>1</sup> 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 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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only partially functional, facility at the same location in the Rothensee industrial zone, which was flooded during the 2013 Elbe river flood and was significantly damaged. Although the spatial footprint of the depot will remain the same, the reconstruction will provide additional capacity and modern maintenance installations for the new vehicles, and the whole depot area will be raised 2 meters to improve resilience towards potential future flooding events of the Elbe river (reducing the flood risk to less than once in two hundred years).

## Environmental Assessment

### Environmental Compliance:

Manufacturing of tram rolling stock will take place in the manufacturers' plants and does not fall within the scope of either Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive Directive 2014/52 /EU (amending Directive 2011/92/EU). Therefore, no EIA is required for this project component.

The reconstruction of the depot "Betriebshof Nord" falls under Annex II of the EIA Directive, therefore this component was subject to a screening decision. On 11 January 2016, the competent authority of the municipality of Magdeburg issued a decision requiring a full EIA followed by a scoping opinion identifying the content and the extent of the assessment and specifies the information to be included in the EIA Report. The EIA was completed by the end of 2018 and the report analysed the main impact factors during project implementation as well as operations, including impacts on animals, plants, habitats, water, air, soil and noise levels. The EIA considered the depot area plus the surrounding area, in total a study area of 64 hectares. The EIA was finally approved by the competent authority in November 2020 as part of the final construction permit/planning decision (Planfeststellungsbeschluss).

The project area is outside of protected Natura 2000 regions and does not impact upon any nearby areas as confirmed by the competent authority in its final planning decision (Planfeststellungsbeschluss). The nearest Natura 2000 area "Elbaue zwischen Saalemündung und Magdeburg, DE 3936-301" is in one kilometre distance. The EIA concluded that the project is compatible with the conservation objectives under Natura 2000 and no significant impact is expected from the project activities.

### Environmental Impact:

- *Positive overall impact on environment and climate*

The partial renewal of the tram 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 use of private car in the urban environment of Magdeburg, with the subsequent reduction of air and noise pollution and CO2 emissions.

The reconstructed depot will be built with two meter elevation compared to the previous facility and thus improve resilience against future potential flooding events. By modernizing the fleet and maintenance facility, the project will further contribute to resource efficiency.

- *Negative impacts to be mitigated*

The planning decision concluded that no significant negative impacts would derive from the depot construction and its future operations with the exception of i) effecting habitats of the sand lizard (temporary during ongoing works and permanent by new buildings on currently fallow land like embankments and overgrown tramway track); ii) permanent loss of breeding habitats for bird species breeding in buildings/caves/niches. These impacts on animal habitat

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will be mitigated through suitable avoidance and continuous ecological functionality-measures (CEF) as part of the accompanying landscape conservation during and after the depot construction. CEF will include minimisation, restoration and mitigation measures (e.g. protective fences during construction, collection and reallocation, creation of substitute habitat, etc.)

The promoter undertakes to dispose of the old rolling stock in line with applicable EU and national legislation and report on this to the Bank in its progress reports.

#### 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 project is aligned with the Paris agreement and with the low carbon and resilience goals set out in the Climate Bank Roadmap, as the project reduces GHG emissions of the transport sector and the reconstruction of the new depot will be more resilient to potential flooding events.

#### **Public Consultation and Stakeholder Engagement**

Following the German legislative framework of the planning approval process ("Planfeststellungsverfahren") the planning documents, including the Environmental Impact Assessment were publicly available from 29 October until 28 November 2018. Received comments were considered prior to the final construction permit was issued. Interested citizens have the possibility to continue seeking updated information on project progress with the competent local authorities.

#### **Conclusions and Recommendations**

The purchase of new trams and vehicles is expected to have positive environmental impacts, mainly by ensuring that existing public transport services in Magdeburg 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 industry best practice, and will inform the Bank on how these trams are being disposed of in its annual progress reports.

For the (re)construction of the depot (Betriebshof Nord) an Environmental Impact Assessment has been prepared; the obligations to implement the recommended mitigation measures addressing significant negative impacts related to animal habitat (birds and sand lizards) are included in the construction permit (Planfeststellungsbeschluss), which includes the environmental permit and which is issued by the competent authority.

The project complies with relevant EU and national environmental legislation and is acceptable for EIB financing in environmental & social terms.