

Environmental and Social Data Sheet

Overview

Project Name:	<i>TRAMTRAINS BADEN-WUERTTEMBERG</i>
Project Number:	<i>2021-0003</i>
Country:	<i>Germany</i>
Project Description:	<i>Purchase of TramTrains in the federal state of Baden-Württemberg, Germany.</i>

EIA required: yes

Project included in Carbon Footprint Exercise¹: 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 105 new electric TramTrain vehicles, 75 of which will be operated by the Albtal-Verkehrs-Gesellschaft (AVG) and 30 will run on the new upgraded Regionalstadtbahn Neckar-Alb (RSBNA) network.

The new TramTrains will replace age expired vehicles GT8-100, operated by AVG, which date back to the early 1990s as well as Class 650 and Class 612 diesel trains which date from the late 1990s to the early 2000s. The new TramTrains will also expand capacity on the RSBNA network.

The fleet renewal falls in line with the transport plan of the state Baden-Württemberg (Generalverkehrsplan Baden-Württemberg) and the regional plan Neckar-Alb (Regionalplan Neckar-Alb). This document acknowledges that to meet air cleanliness objectives, urban development objectives and reduce individual car use, the role of public transport needs to be increased.

The manufacturing of rolling stock (TramTrain vehicles) does not fall under Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive 2014/52/EU (amending Directive 2011/92/EC), so it does not require an EIA.

The TramTrains for the RSBNA will be maintained in a yet to be built maintenance workshop. The construction of the maintenance workshop, which is not financed by the Bank as part of this operation, will allow the installation of maintenance equipment necessary for the upkeep of the new trainsets.

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.

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It is possible that this new depot will require an EIA and an environmental permit to be issued by the competent environmental authority. If this is the case, the Promoter will send the EIA and environmental permit to the Bank.

The upgrade works of the RSBNA railway network, which are not financed by the EIB, are considered associated facilities. These were categorised as point 10(c) of Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU and therefore were subject to screening. Following the screening, the need for a full EIA was identified. The EIA was completed in 2017. From 2015 to 2017, the regional council (Regierungspräsidium) Tübingen issued building permits.

The following Natura 2000 sites are adjacent to the existing RSBNA alignment:

- Uracher Talspinne (SiteCode: DE7522341) – 10m adjacent to alignment.

The existing RSBNA alignment passes through the following Natura 2000 site:

- Schönbuch (SiteCode: DE7420441) – Existing alignment passes through;
- Schönbuch (SiteCode: DE7420341) – Existing alignment passes through.

The Project does not have significant impacts on the aforementioned Natura 2000 sites. The replacement of old rolling stock, including diesel trains, with new trains will contribute to a decreased in the level of noise, air pollution and GHG emissions.

Overall, the project is expected to have a positive environmental impact. The new vehicles, compared to the ones to be replaced, will reduce the energy consumption and emissions per passenger. In addition, the renewal and improvement of public transport will also contribute to low-carbon transport and will allow an increase in energy efficiency. Without the investment in new vehicles, the level of service would have to be reduced as the existing electric vehicles would have reached the end of their physical life, which would result in a shift away from public transport towards other modes which have a higher environmental impact such as the private car.

The new electric TramTrains will also replace existing diesel trains and will allow for expanded offer as well as for reducing greenhouse gas emissions. The investments will also improve the quality of public transport services in the City of Karlsruhe and the towns of Bad Herrenalb, Ittersbach, Stutensee-Spöck, Heilbronn, Öhringen, Pforzheim, Wörth, Bad Wildbad, Rastatt, Baden-Baden, Achern, Freudenstadt, Bondorf, Menzingen and Odenheim and four regional centres of the Neckar-Alb region which include Herrenberg, Tübingen, Reutlingen and Bad Urach, helping thus to reduce reliance on private cars and maintain or increase public transport share.

EIB Carbon Footprint Exercise

Estimated annual greenhouse gas emissions from the use of the project in a typical year of operation over a 25-year operating assessment period:

forecast absolute (gross) emissions (with project scenario) are about 29,000 tonnes of CO₂ equivalent and, compared with the “without project scenario”, there are expected to be savings of 8,000 tonnes of CO₂ equivalent as the new TramTrains will replace the existing fleet of diesel trains and are also more energy efficient than the electric TramTrains they will replace.

The new rolling stock is assumed to operate in the project scenario on the corresponding TramTrain network as the existing fleet.

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The project assessment boundaries are:

- In the project scenario: the new rolling stock operating on the corresponding AVG Tramtrain network will produce a similar offer as the existing fleet, and there will be an increase in offer compared to the existing diesel trains on the RSBNA services.

The forecasts in the without and with project scenarios are based on project specific assumptions about electrical energy consumption of the TramTrains and existing diesel trains.

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.

The rolling stock, which is taken out of service in connection with the Project will either be deployed for other urban public transport service, or will be sold for service elsewhere or for scrapping in accordance with EU regulations.

Conclusions and Recommendations

The Project is expected to have a positive environmental impact, maintaining current emissions and energy consumption. Without the Project, individual car use would increase therefore increasing emissions and energy consumption. The Project contributes to maintaining the low-carbon transport mode as an attractive mode. The investments will maintain the quality of public transport services in the City of Karlsruhe and the towns of Bad Herrenalb, Ittersbach, Stutensee-Spöck, Heilbronn, Öhringen, Pforzheim, Wörth, Bad Wildbad, Rastatt, Baden-Baden, Achern, Freudenstadt, Bondorf, Menzingen and Odenheim and four regional centres of the Neckar-Alb region which include Herrenberg, Tübingen, Reutlingen and Bad Urach, helping thus to reduce reliance on private cars and maintain or increase public transport share.

The Promoter undertakes to dispose of or decommission the old trainsets to be replaced in accordance with EU and national regulation on scrapping of end-of-life vehicles (ELV).

Moreover, the Promoter undertakes to send to the Bank the EIA which may be needed for the construction of the depot and the environmental permit issued by the competent authority or the relevant screening out decision. Additionally the Promoter undertakes (if applicable) to provide evidence that the requirements of the EU Habitats Directive 92/43/EC and the EU Birds Directive 79/409/EC have been fulfilled.

Subject to these conditions being met, the Project is acceptable for EIB financing from an environmental and social perspective.