

Luxembourg, 06 January 2022

Public

Environmental and Social Data Sheet

Overview

Project Name:	MODAL SHIFT SUPPORT CHEMNITZ - TRAMTRAINS
Project Number:	2021-0513
Country:	Germany
Project Description:	Acquisition of 19 tram-trains to be used in the City area and the surroundings of Chemnitz and construction of a depot for up to 60 trains.
EIA required:	Multi-scheme project, requirements vary
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The project is part of the Local Transport Plan of the Central Saxony Transport Group (*Zweckverband Verkehrsverbund Mittelsachsen, ZVMS*), which has been subject of a Strategic Environmental Assessment in accordance with Directive 2001/42/EC.

The project consists of the acquisition of 19 electric tram-trains to be used in the City area and the surroundings of Chemnitz, and construction of a depot for up to 60 trains near the Chemnitz main railway station.

Manufacturing of 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 this project component.

The rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. It will also be in conformity with the EU Technical Specifications for Interoperability concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The new tram-trains will be operated on the existing lines Chemnitz - Niederwiesa – Hainichen, Chemnitz - Stollberg – St. Egidien, Chemnitz – Burgstädt and new line Chemnitz – Limbach-Oberfrohna. The rolling stock currently providing services on the existing lines is expected to be redeployed for other services. The buses providing services between Chemnitz and Limbach-Oberfrohna will be at the end of

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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their life and are expected to be scrapped by specialised companies, in accordance with the applicable legislation.

The new depot will be built in the vicinity of the Chemnitz main station on a site of approx. 6 ha, which was formerly occupied by railway freight warehouses and tracks. Therefore, the soil of the site is likely to be contaminated and would need to be decontaminated prior to building the depot. Other likely impacts of the construction of the depot are transit of construction machinery and trucks, dust and noise during construction, and noise during operation. The EIA procedure for the construction of the depot has not yet started and the necessary mitigation impact measures have not yet been defined. Without prejudice to the conclusions of the EIA procedure, the residual impacts are expected to be limited.

The new tram-trains will mostly be operated on the existing infrastructure. Some of these existing lines are currently not electrified and will be electrified in 15 kV 16.7 Hz or 750 V DC for allowing operation of electric tram-trains in the coming years. In particular, the sections that will be electrified are the following:

- Niederwiesa – Hainichen (approx. 17 km), which runs through the Natura 2000 site “Zschopautal” (DE4943301) in two places along approximately 4 km and 1.5 km;
- Stollberg – St. Egidien (approx 20 km), with no protected sites in the vicinity;
- Chemnitz – Burgstädt (approx 15 km), with no protected sites in the vicinity.

The tram-trains will also be operated on the new infrastructure Chemnitz – Limbach-Oberfrohna. The analysis of alternatives for this scheme is ongoing and it will be potentially adjacent to the Natura 2000 site “Limbacher Teiche” (DE5142301) over approx. 450m.

Neither the electrification of the above-mentioned lines nor construction of the new line Chemnitz – Limbach – Oberfrohna will be financed by the Bank as part of this project. However, these lines are associated facilities of the project. The EIA procedures for these schemes have not yet started.

The project is expected to increase the attractiveness of public transport services comparing with the current situation and thus increase the modal share of public transport *vis à vis* private road traffic. The new electric rolling stock will replace mostly diesel rolling stock and therefore contribute to reduction of air pollutants and greenhouse gas emissions.

The project has been assessed by the Bank’s services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of acquisition of zero direct emission mobile assets and associated maintenance facilities. Therefore, it is considered to be aligned against low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned against the resilience goal.

Social Assessment

The project does not require any resettlement.

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Public Consultation and Stakeholder Engagement

The project has been widely advertised by the Promoter in the local media, by means of publications, expositions and meetings with the public. The public has also been encouraged to provide feedback on the tram-train vehicles that are currently in service.

For the schemes subject to EIA, public consultation will be carried out as part of the EIA procedure.

Conclusions and Recommendations

The project is expected to increase the modal share of public transport and have positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO2 emissions. The negative impacts of the project are expected to be minor and limited to the construction phase.

Prior to the disbursement of the funds for the construction of the new depot, the Promoter or the Borrower shall be required to submit to the Bank evidence of conformity of this scheme with the applicable environmental Directives, in particular the EIA (Directive 2011/92/EU) and Habitats (Directive 92/43/EEC), including, if required, evidence of having carried out assessment of vulnerability to climate change. This condition concerns disbursement for actual construction works, it does not apply to disbursements for studies and other preparatory activities.

For the works of electrification of the Niederwiesa – Hainichen section and construction works of the section Chemnitz – Limbach-Oberfrohna, respectively, the Promoter or the Borrower shall be required to submit to the Bank evidence of conformity of these schemes with the applicable environmental Directives, in particular the EIA (Directive 2011/92/EU) and Habitats (Directive 92/43/EEC), including, if required, evidence of having carried out assessment of vulnerability to climate change.

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