



Luxembourg, 21 December 2022

## Environmental and Social Data Sheet

### Overview

Project Name: DINO DOPPELSTOCKTRIEBZUEGE  
 Project Number: 2020-0706  
 Country: Austria  
 Project Description: The scope of the project entails the purchase of electric trains (EMUs) to be used for regional passenger railway services in the eastern regions of Austria. The promoter is OEBB-Personenverkehr AG. The EIB will finance the new rolling stock, in total about 41 "DINO" double-deck trainsets.

EIA required: no

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

(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 41 electric trains to be used in the City of Vienna and the surrounding region.

Purchase 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 the project.

The rolling stock will be in conformity with the EU Technical Specifications for Interoperability concerning noise and accessibility for persons with reduced mobility.

The Promoter is planning the construction of new facilities for the maintenance of the rolling stock to be purchased, but these facilities will not receive EIB financing.

It is unlikely that the constructions of the planned maintenance facilities require an EIA. However, if the competent authority for environment requires an EIA for the construction of the maintenance facilities, the promoter undertakes to send to the Bank a copy of the EIA and the environmental permit issued by the competent authority.

The rolling stock currently providing services on the existing lines is expected to be redeployed for other services across Austria.

The new railway vehicles, compared to the ones to be replaced, will reduce the energy consumption and emissions per passenger. In addition, the renewal and improvement of

<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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public transport will also contribute to low-carbon transport and will allow an increase in energy efficiency. Overall, the project is expected to have a positive environmental impact.

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. 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.

## **Conclusions and Recommendations**

The acquisition of EMUs 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.

If the competent authority for environment requires an EIA for the construction of planned maintenance facilities, the promotor undertakes to send to the Bank a copy of the EIA and the environmental permit issued by the competent authority.

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