



Luxembourg 10/06/2022

STUTTGARTER STRASSENBAHNEN SUSTAINABLE TRANSPORT (2021-0180)

Environmental and Social Data Sheet

Overview

Project Name:	STUTTGARTER STRASSENBAHNEN GREEN LOAN
Project Number:	2021-0180
Country:	Germany
Project Description:	<i>The project consists of i) purchase of new rolling stock, ii) renewal and modernisation of existing rolling stock and rail infrastructure, and iii) small construction works to improve capacity of rail network, all part of the investment programme of Stuttgarter Strassenbahnen AG.</i>
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

Environmental compliance

Renewal and modernisation of existing light rail system (LRT) infrastructure financed by this operation is part of the promoter's annual programming of renewals, which is not subject to an Strategic Environmental Assessment in the context of the SEA Directive 2001/42/EC.

None of the project components required an EIA. The manufacturing of new, and renewal of existing rolling stock does not fall within the scope of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU given that rolling stock is manufactured or modernised within existing manufacturing plants or depots. The rehabilitation of rail infrastructure falls outside the scope of the EIA directive as work will take place within existing right of way, and has little environmental impacts. The small construction works included in the project are i) a new 200 meter connection track at Pflugmuhle and ii) platform extensions at some of the LRT-stations. The Pflugmuhle track falls under annex II of the EIA directive, and therefore has been screened by the competent authority (regional council of Stuttgart), who in February 2020 published its screening out decision, as on basis of Annex III criteria of the UVPG² which are aligned with annex III of the EIA Directive, environmental impacts were deemed minor. The platform extensions take place within the footprint of the stations and do not fall within the scope of the EIA Directive.

The project is located fully inside the urban area and within existing road corridors and does not come close to any Natura 2000 area.

Environmental impacts

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.

² Umweltverträglichkeitsprüfungsgesetz



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The partial renewal and modernisation of the LRT infrastructure and rolling stock 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 Stuttgart, with the subsequent reduction of air and noise pollution and CO2 emissions.

Adverse environmental or social impacts due to the project are expected to be minor given the type of works included in the project. Environmental impacts of the renewal of LRT tracks and electrical and mechanical systems are the usual construction nuisances, such as noise emission, dust and deviations of traffic. These impacts are however temporary and can be well mitigated with standard mitigation measures when necessary.

The obsolete LRT vehicles that are replaced by the project, will be scrapped following the German regulatory framework (Kreislaufwirtschaftsgesetz, 2012). The promoter has a strong recycling policy, aiming to re-use as much components as possible. The remaining components that cannot be re-used are being recycled, and the promoter expects that in the end, 100% of the vehicles can be recycled.

Environmental capacity of the Project Promoter

The Promoter is an experienced transport operator with a dedicated environmental unit. Its institutional capacity to manage environmental impacts is deemed good.

Paris alignment and GHG emissions

The project investments all contribute to climate mitigation. The project is considered Paris aligned and eligible following annex 2 of EIBs Climate Bank Roadmap guidelines, as it concerns electrified public transport infrastructure and rolling stock. The GHG savings are minor, however, as the project mainly targets renewal of existing assets to maintain the efficiency and competitiveness of public transport services.

Conclusions and Recommendations

Adverse environmental or social impacts due to the project are expected to be minor and temporary given the type of works included in the project. The project will have positive net effects both from a social and an environmental point of view and is thus acceptable for EIB financing from an environmental and social standpoint.