



Luxembourg, 20th December 2023

Environmental and Social Data Sheet

Overview

Project Name:	Rhein-Neckar-Tram 2023
Project Number:	2022-0975
Country:	Germany
Project Description:	The project consists of the purchase of new trams to increase the transport capacity and service level of existing tram services in the Rhine-Neckar region around the cities of Mannheim and Heidelberg.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project concerns the purchase of new tram vehicles to expand the fleet of the promoter Rhein-Neckar-Verkehr GmbH (RNV), mainly to increase transport capacity (longer trams) and to improve the service level (more tram services per hour).

The manufacturing of rail rolling stock does not fall within the scope 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 project concerns mobile assets that will be used in urban areas and has no impact on Natura 2000 areas.

The project is part of a wider strategy of RNV to improve tramway transport by 2030, so that it can absorb the expected demand increase on the current lines. The project will finance the purchase of a second batch of tram vehicles, after the first batch ordered in 2019 are being delivered and started operations successfully.

The new vehicles will contribute to competitiveness and attractiveness of public transport and will bring maintenance cost savings and other benefits such as improved noise and emission levels. In the absence of these investments, the public transport service quality would deteriorate and encourage the use of private cars with the associated negative impacts in terms of noise, energy consumption and associated emissions. The project is in line with the mobility plans of the cities, other territorial bodies and the region Rhein-Neckar.

Over the last years, the maintenance workshop and depot facilities of the promoter have been adapted to accommodate the first batch of new trams. No further needs for depot works are foreseen to be needed to accommodate the new trams purchased under this project.

The promoter strives to reduce the energy usage and has asked the potential suppliers to come up with an environmental concept. The new trams are up to 20% more energy efficient than the existing fleet of the promoter.

The project is Paris aligned and contributes for 100% to climate action objectives.

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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EIB Paris Alignment for Counterparties (PATH) Framework

As a public sector entity, RNV falls in the scope of the PATH framework. As a provider of urban public transportation, it is only active in urban and suburban passenger land transport, thereby not engaging in incompatible activities. Being neither high emitting, nor exposed to high physical risk, RNV is screened out of the PATH assessment.

Conclusions and Recommendations

The project is acceptable from an environmental and social perspective.