

## Environmental and Social Data Sheet

### Overview

Project Name: S-BAHN KOELN ROLLING STOCK  
Project Number: 2022-0503  
Country: Germany  
Project Description: Acquisition of new rolling stock

EIA required: no  
Project included in Carbon Footprint Exercise<sup>1</sup>: 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 electric trains to be used on the S-Bahn network in the City of Cologne 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.

If the competent authority for environment requires an EIA for the construction or modification of maintenance facilities for the project fleet, the promotor undertakes to send to the Bank a copy of the EIA and the environmental permit issued by the competent authority or the screening out decision.

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

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. The rolling stock which are taken out of service in connection with this project will either be deployed for service elsewhere or be scrapped in accordance with the applicable EU and national regulations.

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<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.

## **EIB Carbon Footprint Exercise**

The estimated annual emissions of project in a standard year of operation is estimated to be 22 kt CO<sub>2</sub> equivalent per year. A 2 kt reduction in GHG emissions is expected between the with and without project scenarios.

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.

## **Conclusions and Recommendations**

The acquisition of S-Bahn vehicles is expected to maintain the modal share of public transport and have positive impact in terms of safety and accessibility of transport.

If the competent authority for environment requires an EIA for the construction or modification of maintenance facilities for the project fleet, the promotor undertakes to send to the Bank a copy of the EIA and the environmental permit issued by the competent authority or the screening out decision.

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