

Luxembourg, 16th July 2025

Environmental and Social Data Sheet

Overview

Project Name: GERMAN ROLLING STOCK - NEIGETECHNIK NTA EVNO
 Project Number: 2024-0619
 Country: Germany
 Project Description: Acquisition of bimodal rolling stock (electric and battery powered) with tilting technology for operation on two regional passenger rail transport networks in the Southwest and Northeast of Bavaria (Neigetechnik Allgaeu "NTA" and Expressverkehr Nordostbayern "EVNO") under public service contracts.

EIA required: no

Project included in Carbon Footprint Exercise¹: 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 battery-electric, tilting rolling stock to be used for regional services on two rail networks in Bavaria, Germany ('Neigetechnik Allgäu' and 'Expressverkehr Nord Ost'). The latter may also include a small amount of cross-border services into the Czech Republic.

Rolling stock acquisition does not fall within the scope of either 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 it.

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 replaced rolling stock currently providing services on these networks is expected to be at the end of or beyond its economic life and scrapped by specialised companies.

The new rolling stock will have a positive impact on increasing the attractiveness of the transport offer and improving travel comfort. This activity can directly contribute to at least maintain the modal share of rail, which will have a positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise

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.

Luxembourg, 16th July 2025

and CO₂ emissions. This is especially relevant for the foreseen shift from fossil fuel to electric power.

The new rolling stock is expected to be maintained in existing depots. However, the operator of the public service contract may also choose to build new facilities or extend the existing ones. If this is the case, these facilities will be considered as an associated facility of the project and their conformity with the relevant environmental legislation, in particular the EIA Directive and the Habitats Directive (Directive 92/43/EEC) will be required. This will apply equally to other potential works necessary for the operation of the fleet, including changes to station platforms and electrification infrastructure.

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 facilities (depots, platforms, electrification infrastructure, etc). Therefore, it is considered to be aligned with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

EIB Carbon Footprint Exercise

The annual emissions for a standard year of operation are 123 kt CO₂ equivalent per year. This would be reduced by a around 71 kt CO₂ equivalent per year to new annual emissions of 52 kt CO₂ equivalent per year.

This is estimated purely on the basis of the shift from fossil powered rolling stock to electric power provided by overhead lines and on board batteries.

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.

EIB Paris Alignment for Counterparties (PATH) Framework

The project rolling stock will be owned by SPVs, therefore the project is not in the scope of the PATH framework.

Social Assessment

The project generates good social benefits by ensuring continued delivery of essential regional railway services through integrated timetable. This generates connections between markets for employment and housing and access to social infrastructure.

New trains will be compliant with new and more strict TSI PRM, which improves accessibility for all passengers beyond the scope of the earlier standard.

Conclusions and Recommendations

The project is expected to at least maintain the modal share of rail and have a positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO₂ emissions. This is especially relevant for the foreseen shift from fossil fuel to electric power. The project will result in improved access to rail services for persons with reduced mobility and disabilities.



Luxembourg, 16th July 2025

If the project fleet will require new maintenance/stabling facilities or other potential works necessary for the operation of the fleet, including changes to station platforms and electrification infrastructure, such elements could fall under Annex II of the EIA directive, and therefore may be subject to an EIA procedure in this case the Borrower shall be required to provide evidence of conformity of these works with the environmental legislation, in particular with the EIA and Habitats Directive, including, if required, evidence of having carried out assessment of vulnerability to climate change. This evidence will be provided at the latest before the start of these works for these facilities. Where there are several facilities, this information requirement applies to each facility separately.

The Promoter shall make reasonable efforts to carry out appropriate due diligence throughout its supply chains, with the aim of avoiding the use of forced labour in the supply chains of the battery trains.

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