

Environmental and Social Data Sheet

Overview

Project Name:	BVG ELECTRIC BUS DEPOTS BERLIN
Project Number:	2024-0250
Country:	Germany
Project Description:	The Project consists of the construction of two new depots for electric buses and the conversion of one existing bus depot into a depot for electric buses in the City of Berlin.

E&S Risk Categorisation:	Medium risk
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Construction of new depots is likely to have limited adverse environmental, climate or social impacts and risks.

Environmental Assessment

The Project consists of the construction of two new electric bus depots, Sântisstrasse and Rummelsburger Landstrasse, and the conversion into electric bus depot of the existing Indira-Gandhi Strasse bus depot in the metropolitan area of Berlin.

The project components are subject to the following procedures based on the applicable requirements from the EU and national environmental legislation (UVPG):

1. Depot at the Rummelsburger Landstrasse: A spatial planning procedure was initiated and due to land use change this procedure encompasses a strategic environmental assessment, which was completed in February 2025, followed by a period of public consultation. The building permit is to be issued at the beginning of 2026.
2. Depot at Sântisstrasse: No spatial planning procedure was required for the construction of the new depot at the Sântisstrasse, as the site was already designated for this purpose. The building permit is already in place.
3. Depot at Indira-Gandhi Strasse: The proposed conversion works of the existing bus depot at the Indira-Gandhi Strasse to electric are expected to fall outside the scope of the EIA directive

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, 14/01/2026

and the German EIA Act (UVPG), because all works will be done within the existing footprint of the depot and are not anticipated to cause significant environmental impacts.

The project is expected to have temporary negative impacts during the construction works related to vibrations, noise, air pollution. During the operational phase the project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport, also potentially reducing the use of private car. The new depots are designed to accommodate e-buses that will replace existing diesel buses, contributing to improved environmental performance in the future.

Based on the Promoter's information, the Project is not expected to negatively affect or intersect any Natura 2000 sites, due to its location. At the site for the new depot at Santisstrasse, a type of sand lizards (*Lacerta agilis*) was found that is protected under the Federal Nature Conservation Act (BNatSchG) and is also included in Annex IV of the EU Habitats directive. Removal or relocation of such species is only permitted with prior approval from the competent nature conservation authority, and must be accompanied by appropriate mitigation measures to ensure compliance with species protection laws. Therefore, the Promoter requested approval for the removal of the lizards from the site and in November 2024 the competent authority issued its approval for the site at Santisstrasse, provided certain mitigating measures were taken (i.e. special traps for capturing, timing restrictions, close monitoring).

Climate Assessment

Climate change mitigation:

The construction and conversion of depots suited to charge and maintain a electric bus fleet will result in more efficient and cleaner public transport services, and thus contribute to reducing GHG emission of the transport sector.

Paris Alignment of projects:

The project includes investments to maintain and improve electric public transport services in Berlin and the project designs considered climate resilience, and as such the Project is deemed Paris aligned and in accordance with the policies set out in the Bank's Climate Bank Roadmap.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty BVG is in scope and screened out of the PATH framework, because it is not considered high emitting and/or high vulnerability.

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Social Assessment

Once operational, the Project is expected to have a positive social impact through the provision of improved public transport infrastructure and consequently services.

Public Consultation and Stakeholder Engagement



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As part of the spatial planning procedure for the Rummelsburger Landstrasse depot, a public consultation is currently underway and is expected to conclude in 2025.

Conclusions and Recommendations

During the operational phase the Project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport, also potentially reducing the use of private car. The project is expected to have temporary negative impacts during the construction of the depots related to vibrations, noise, air pollution. The new depots are designed to accommodate e-buses that will replace existing diesel buses, contributing to improved environmental performance in the future.

Environmental and Social Conditions

The Promoter undertakes to submit to the Bank the building permit for the Rummelsburger Landstrasse depot as soon as available.

Based on the information available and with appropriate conditions and monitoring, the project is acceptable for EIB financing in environmental, climate and social terms.