



24/03/2026

Environmental and Social Data Sheet

Overview

Project Name:	<i>RHEIN-RUHR-EXPRESS (RRX) ROLLING STOCK (B FLEET)</i>
Project Number:	<i>2024-0249</i>
Country:	<i>GERMANY</i>
Project Description:	<i>The project will finance 50 new electric multiple units, composed of 33 four car trains and 17 six car trains, operating regional services on four lines in North Rhine Westphalia. The trains are acquired by the public transport authority's fleet leasing subsidiary from the successful train operating company and then lease these back to the train operating company.</i>

E&S Risk categorisation *Low as per paragraph 4.18 of E&S Policy*

Project included in Carbon Footprint Exercise¹: *yes*

(Details for projects included are provided in section: "EIB Carbon Footprint Exercise".)

Environmental and Social Assessment

The Project is not subject to an EIA according to the EIA Directive. It is likely to result in minor or no adverse environmental, climate and/or social impacts and risks. Therefore, it is categorised as Low Risk as per paragraph 4.18 of the EIB Group Environmental and Social Policy (2022).

Environmental Assessment

The Project consists of the acquisition of up to 50 new electric trains (electric multiple units or "EMUs") to be used for regional passenger rail services in the Rhine-Ruhr area located in North-Rhine Westphalia (NRW), Germany.

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 maintenance of the new rolling stock requires modification or construction of new maintenance facilities. These facilities are not financed by the Bank as part of this Project.

If the competent authority for environment requires an EIA or if screening is required for the construction or modification of maintenance facilities for the Project fleet, the promoter

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.



undertakes to send to the Bank a copy of the EIA report as well as the environmental permit issued by the competent authority or the screening out decision.

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 with the low carbon goal.

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 reducing the share of car transport in favour of rail transport, which will have a positive impact on the quality of the environment.

The climate risk of the Project is assessed as low and, therefore, it is considered to be aligned with the resilience goal. The rolling stock which is 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.

EIB Carbon Footprint Exercise

The estimated annual emissions of Project in a standard year of operation are 30 Kilotonnes of CO₂ equivalent per year.

The estimated emission saving of the new trains versus the existing trains and taking into account estimated modal shift is 42 Kilotonnes of CO₂ equivalent per year.

The estimated emissions take into consideration modal shift away from more polluting modes.

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 electric trains is expected to increase 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 or if screening is required for the construction or modification of maintenance facilities for the Project fleet, the Promoter undertakes to send to the Bank a copy of the EIA report as well as 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.