

Environmental and Social Data Sheet

Overview

Project Name:	ELECTRIC BUSES VHH HAMBURG
Project Number:	2025-0209
Country:	Germany
Project Description:	The Project consists of (i) the reconstruction and expansion of the existing depot Schenefeld including instalment of charging equipment for electric vehicles, and (ii) acquisition of 120 standard electric buses (12m length), 52 articulated electric buses (18m length) and 16 small electric buses (6.8m length).

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

Environmental and Social Assessment

The project is likely to have limited adverse environmental, climate or social impacts and risks.

Environmental Assessment

The Project includes reconstruction and expansion of Schenefeld Depot as well as acquisition of electric buses and installation of charging infrastructure..

The proposed investments are in line with “Hamburg-Takt” which is the Regional Strategy for Sustainable Mobility until 2030, in which the promotion of the public transport and the decarbonisation of the bus fleet to zero emissions are important objectives.

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

- The manufacturing of electric buses as well as charging infrastructure do not fall within the scope of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. Therefore, no EIA is required for these components.
- For the works of the depot at Schenefeld a spatial planning procedure is initiated and due to land use change this procedure encompasses a strategic environmental assessment. This procedure is expected to be completed by 10/2026 and the respective building permits to be issued gradually by 03/2027.

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.

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. Some additional positive impacts will derive from the operation of new electric vehicles with better environmental performances than the diesel vehicles to be replaced.

Based on the Promoter's information, the Project is not expected to negatively affect or intersect any Natura 2000 sites, due to its location.

Climate Assessment

Climate change mitigation:

The new electric bus fleets and the reconstruction and expansion of the depot suited to charge and maintain the electric bus fleets, will result in more efficient and cleaner public transport services, and thus contribute to reducing GHG emission of the transport sector.

Climate change adaptation:

N/A

Paris Alignment of projects:

The project includes investments to maintain and improve electric public transport services in Hamburg and the project's design is considered climate resilient, and as such 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 VHH is in scope and screened out of the PATH framework, because it is not considered high emitting and/or high vulnerability.

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.

There is a risk of use of forced labour in the supply chain of the main components of electric buses. The Promoter shall undertake to conduct thorough due diligence throughout its supply chains for electric buses used in the Project, with the explicit aim of ensuring the absence of forced labour. The Promoter is required to implement and enforce stringent measures to identify, prevent, and address any instances of forced labour within its supply chains.

Public Consultation and Stakeholder Engagement

As part of the spatial planning procedure for the depot at Schenefeld a public consultation took place.

Conclusions and Recommendations

During operation the project is expected to have a positive environmental impact. The renewal of the bus fleets from diesel to zero-emission technologies will contribute to reduced pollution and noise, as well as an increase in energy efficiency. In addition, these investments are expected to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or

increase public transport share. The project is expected to have temporary negative impacts during the construction of the depots related to vibrations, noise, air pollution.

Environmental and Social Conditions

- The Promoter shall provide the building permits for the depot Schenefeld as soon as available.
- The Promoter shall undertake to conduct thorough due diligence throughout its supply chains for electric buses used in the Project, with the explicit aim of ensuring the absence of forced labour. The Promoter is required to implement and enforce stringent measures to identify, prevent, and address any instances of forced labour within its supply chains.

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