

## Environmental and Social Data Sheet

### Overview

Project Name: DUESSELDORF NAHVERKEHR  
 Project Number: 20130644  
 Country: GERMANY  
 Project Description: Investment in rolling stock and related infrastructure for the local public transport company in Düsseldorf

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: no

(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

None of the project components fall within the scope of EU EIA Directives. The construction of the new train sets and buses will take place in the manufacturer’s plants. Upgrading of stations will take place on the existing tram network. The new administration building, to be built within the promoter’s yards and depot premises, will comply with the conditions set in the National Energy Saving Decree and will use district heating plants improving its primary energy factor.

Overall, it is expected that the project will have a positive impact on the city’s overall transport conditions and on the quality of the urban environment, enhancing the attractiveness of public transport and preventing use of private cars. Traffic-related air and noise emissions will be mitigated and road traffic safety improved. This positive impact will be enhanced by the use of state-of-the-art trains and buses, with more environmentally friendly materials and better energy consumption performances.

Overall, the project complies with relevant EU and national environmental legislation.

### Environmental and Social Assessment

#### Environmental Assessment

The project comprises the procurement of new trains and buses to replace obsolete ones, rehabilitation of existing trains, the construction of an administration and operations building and the upgrading of stations for the public transport in Düsseldorf.

The production of trains and buses as well as the upgrade of existing tram stations to allow accessibility to persons with reduced mobility do not fall within the scope of Directive 2011/92/EU and are not subject to an EIA. The new administration building, in which the central operation control will also be installed, will be built within the requirements set out in the approved construction plan of the industrial zone of Lierenfeld. The building was included in the original construction plan (Bebauungsplan) of Rheinbahn’s bus and tram yards located at the industrial zone of Lierenfeld. The construction plan was subject to public consultation.

The new trains and buses will be designed to require less traction energy, fulfil higher fire protection specifications with lighter materials. Decommissioned rolling stock is expected to

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

be scrapped according to the national legislation which is satisfactory to the Bank. The upgrade of stations will facilitate the use of public transport to persons with reduced mobility in line with EU PRM Directives. The new building, the design of which complies with the conditions set in the German Energy Saving Decree, will use district heating plants thus improving its primary energy factor.

Despite some potential minor disturbances during construction, the project is expected to have an overall positive impact on the environment. It will not have a significant impact on climate change mitigation since no increase in services is foreseen and it concerns the replacement of old trains and buses which are already scheduled for decommissioning. However, if these public transport services were not provided, travellers would transfer to private vehicles bringing the usual undesirable consequences of congestion, noise, and CO<sub>2</sub> and other harmful air emissions. Hence, the retention of public transport services does have a significant positive effect on climate change mitigation as the use of this mass transport network is much more energy efficient than alternative modes – particularly private cars. Due to the nature and location of the project components no confirmation of the competent authority regarding Natura 2000 was deemed necessary.

### **Public Consultation and Stakeholder Engagement, where required**

The construction plan (Bebauungsplan) of Rheinbahn's bus and tram yards, where the new administration building is located, was subject to public and stakeholder consultation. The legal requirements of the building permit procedure foresee a public consultation process.

PJ/ECSO 16.04.14