

Environmental and Social Data Sheet

Overview

Project Name:	REHABILITIERUNG BERLINER U-BAHN
Project Number:	2012-0100
Country:	GERMANY
Project Description:	Investment programme for the rehabilitation, renewal and upgrade of the infrastructure and rolling stock of Berlin's metro network. Main areas of investment include signalling, stations, structures, tracks, traction power, lighting systems, telecommunications equipment and rolling stock.
EIA required:	Investment programme – EIA requirements may vary according to the scheme.
Project included in Carbon Footprint Exercise ¹ :	No

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

The Promoter complies with the requirements of EU EIA Directive 2011/92/EU and Habitats Directive 92/43/EEC. The project consists of an investment programme on the existing metro network. Based on the nature of works included in the project, only minor adverse effects are expected on the environment. None of the investment schemes included in the project neither falls under Annex I or Annex II of the EIA Directive 2011/92/EC. This shall be confirmed by the Promoter as an undertaking. The Promoter shall not commit any EIB funds against schemes that require an EIA according to EU and national law without, prior to commitment, submitting the EIA and the non-technical summary of the EIA to the Bank for review and publication on the Bank's website.

Based on the nature of works and their location, none of the investment schemes is expected to have a significant effect on Natura 2000 areas according to the Habitats Directive 92/43/EEC and the Birds Directive 79/409/EEC. The Promoter is required to provide the Bank with documentary evidence that the requirements of the Habitat Directive have been fulfilled prior to allocation of EIB funds on any schemes affecting Natura 2000 areas.

Despite some potential minor disturbances during construction, the project is expected to have an overall positive impact on the environment by increasing Berlin's public transport attractiveness, thus promoting a modal shift from private vehicle to public transport use.

Under these conditions, the project is acceptable for Bank financing.

Environmental and Social Assessment

Environmental Assessment

BVG complies with EU's EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 79/409/EEC. BVG has an Environmental Department which works closely with other relevant departments, such as the Infrastructure and Legal Departments. BVG's capacity and

¹ 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 CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

environmental procedures management are deemed adequate. Environmental management procedures are integrated in the company's certified quality management systems, the effectiveness of which is regularly checked through internal and external audits.

The project consists of an investment programme on the existing metro network. Based on the nature of works included in the project, only minor adverse effects are expected on the environment. There may be small disturbances to the environment and nuisances to the passengers during construction, mostly related to dust and noise emissions and mainly affecting those investments involving stations, structures and buildings such as the provision of elevators and escalators in stations. The project may also generate some hazardous waste, which is handled according to BVG's waste management programme and in line with the relevant regulations. Most equipment included in the project (specialised rolling stock, signalling, lighting systems and telecommunications equipment) is manufactured in plants, therefore it is outside the scope of the EIA Directive 2011/92/EU.

These impacts will be minor and limited to the construction phase. Overall, the project will result in environmental benefits resulting from the increased efficiency and attractiveness of a modernised metro network. Project induced improvements in terms of reliability, comfort, accessibility and security shall promote a modal shift from private to public transport use, thus contributing to a reduction of emissions associated to private vehicle use.

The works are located in the existing metro network, therefore in areas mostly urbanised. Only two of Berlin's metro lines, specifically one of their end stations, are located relatively close to areas included in the Natura 2000 network. Based on the nature of works and their location, none of the investment schemes is expected to have a significant effect on Natura 2000 areas. Nevertheless, the Promoter is required to provide the Bank with documentary evidence that the requirements of the Habitat Directive have been fulfilled prior to allocation of EIB funds schemes affecting Natura 2000 areas, if any.

Other Environmental and Social Aspects

Sustainability is one of the core values and long-term objectives of BVG as a public transport company. BVG has defined a series of sustainability targets and reports regularly on their achievement in its Sustainability Report. BVG involves key decision makers and stakeholders in their implementation of sustainability initiatives. They include sustainable value-enhancing measures such as the development of accessibility (e.g. barrier free access to stations and vehicles, tactile panels and guiding for the blind), the development of passenger security programmes (e.g. security patrols, CCTV, advertising campaign), product development, choice of sustainable suppliers and training of staff (e.g. environmental protection seminars, efficient driving skills). Specific measures already implemented or under implementation encompass the acquisition of hydrogen-powered buses, retrofitting of the existing bus fleet with CRT (continuously Regenerating Trap) filters to reduce particulate matter emissions, installation of air conditioning with CO₂ refrigerant in buses, regenerative braking in trams and metro, replacement of existing trams with vehicles with lower energy consumption, and reduction of noise emissions in the metro (through the use of special track systems and other technologies), tram (acquisition of new vehicles) and bus (adequate tire equipment) networks.