

## Environmental and Social Data Sheet

### Overview

Project Name:	Nahverkehr Brandenburg
Project Number:	2015-0285
Country:	Germany
Project Description:	Framework Loan to support investments into public transport infrastructure in the Federal State of Brandenburg in 2014-2019. The project targets the new construction and the extension of existing infrastructure for rail-, bus- and tram-services.
EIA required:	This is a multi-scheme operation. Some of the schemes may require an EIA under Annex II of the EIA Directive.
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

The project enables the Land Brandenburg to implement an investment program for new constructions, renovations and extensions of existing infrastructure for rail, bus and tram services in order to improve mobility and accessibility to public transport in the Brandenburg region.

A preliminary list of schemes has been received. The schemes are all quite small (all below EUR 10 m). The proposed schemes are expected to have little negative environmental impacts. All schemes will be subject to the Bank's framework loan allocation rules and further appraised during implementation. The relevant EU directives have been transposed in German law: 92/2011/EC on EIA as well as Directive 92/43/EEC and 79/409/EEC on Habitat resp. Birds. Compliance of each of the sub-operation will be assessed.

The project will enable the Promoter to continuously invest in the attractiveness and quality of public transport, and thus promote the use of public transport. This would also contribute to a decrease in the use of cars and road transport, which could be expected if the project was not implemented. In this context, the project is expected to have positive environmental impacts in terms of energy savings, energy efficiency, air pollution, noise, vibrations and emissions.

### Environmental and Social Assessment

The Promoter, the Land Brandenburg funds public transport schemes in Brandenburg that are carried out by the final beneficiaries such as municipalities and public transport companies. Typical projects under the program will be facilities for park&ride and bike&ride, new railway crossings and improvements of public transport stations including better access for people with reduced mobility.

The purpose of the investment program is to improve attractiveness and accessibility of public transport, and contributing to maintain or grow the modal share of public transport in the region. In the absence of such investments, the quality of public transport would decline and

<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.

subsequently road transport would increase with associated negative impacts such as increase in energy consumption, noise, air pollution and emissions.

The projects will increase the accessibility of train stations, and thus improve transport options, not only for commuting to work or education, but also in terms of social and recreational activities.

There is a procedure that describes the requirements to receive funding. These requirements are in line with the Bank's requirements. Amongst others the procedure requires the schemes to be in line with the general transport strategy as this has been described in the legislation on public transport (ÖPNVG) and in the plan on public transport (Landesnahverkehrsplan).

The final beneficiaries have to comply with German law in which the EU environmental directives are transposed. The State Office for Environment, Health and Consumer Protection (LUGV) is the responsible approving authority in Brandenburg with regard to EIA's. Compliance of each scheme that is proposed to be financed under this framework loan will be assessed. For the small schemes the Promoter will be asked to verify if an EIA is needed.

The promoter will integrate safety considerations and safety audits in the planning and implementation of schemes.

The promoter requires all projects to take into account the needs from people with reduced mobility, families with children and senior citizens when planning and implementing public transport facilities ("Design for all"). The responsible representatives or councils for the disabled have to be consulted by the beneficiaries on the plans for each scheme.