

Environmental and Social Data Sheet

Overview

Project Name: S-Bahn Ruhrgebiet
Project Number: 2015-0649
Country: Germany
Project Description: The project consists of purchasing around 40 new electrical trains for the provision of public transport on the "S-Bahn Teilnetz 2" of Zweckverband Verkehrsverbund Rhein - Ruhr (VRR) in the Ruhrgebiet in Land North Rhine-Westphalia, Germany. The trains will be purchased by VRR which is the public transport association of the Rhein-Ruhr conurbation.

EIA required: No

Project included in Carbon Footprint Exercise¹: No

Environmental and Social Assessment

Environmental Assessment

Verkehrsverbund Rhein-Ruhr (VRR) is procuring new trains including the service of maintaining these for 30 years.

The new rolling stock will replace the existing fleet used on the lines S2, S3, S9, S28, RB3, RB40 and RB 41. These are commuter train lines that serve amongst others the cities Dortmund, Duisburg, Essen, Gelsenkirchen and Oberhausen.

The new trains will be used to provide improved train services. These services form part of a new train schedule that has been developed. The new train schedule in the Ruhr region has been developed following a demand analysis, and will enlarge the train kilometres driven by ca. 10%. The services will be increased on those lines where a better service would trigger and accommodate an increase in demand.

The tender for the new EMUs has been launched in early 2015, and the contract is expected to be awarded in early 2016. The technical specifications have been established on the basis of advanced proven technology and include the following aspects:

- In the procurement of the new rolling stock, energy efficiency plays a very important role. The purchase and service contract of the rolling stock includes energy performance as an evaluation criterion. The operations contracts, separate from this project, will also include a performance regime with incentives to reduce energy consumption. The choice of the manufacturer will be influenced by the projected energy costs, but the manufacturer and maintainer of the rolling stock will also be paid for its services by the energy consumed during the life time of the rolling stock (30 years). In previous tenders where the same approach was used this has led to re-engineering of vehicles to save energy usage substantially.
- The trainsets will comply with the applicable European Technical Standards of Interoperability (TSI) for conventional rolling stock, including those for passenger safety, noise emissions and access for persons with reduced mobility. This will lead to reduced noise levels, inside and outside the vehicle and reduced levels of perceived vibrations compared to the vehicles used now.
- The trains will be designed that the access will be easier and faster, including for persons with reduced mobility. Furthermore there will be toilets in all trains that are also accessible to persons with reduced mobility.

The manufacturing of the rolling stock is expected to take place in existing plants within the EU, in accordance with EU and national specifications and applicable environmental, labour, health and safety

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.

regulations. The purchase of rolling stock does not fall under either Annex I or II of the Environmental Impact Assessment (EIA) Directive 92/2011/EC as amended; so an EIA is not required.

The manufacturer will not only be responsible for the design and construction of the trains, but also for testing, commissioning, homologation as well as service and maintenance for the full technical design life of 30 years. Thus the manufacturer that will win the bid will be responsible, as an integrated part of their contract, to provide an adequate maintenance facility. In case a manufacturer suggest to build a new depot or to make substantial changes to an existing depot, it will part of their responsibilities to ensure that it is done in accordance with relevant EU directives as well as national or local legislation and to ensure to obtain relevant screening decisions, permits and approvals.

Such facilities could fall under Annex II of the EIA Directive, and therefore may be subject to an EIA procedure. German law requires complying with Directive 92/2011/EC, as amended, to obtain building permits for such facilities. If construction of new facilities will be required, then the promoter undertakes to inform the Bank on environmental compliance by submitting a copy of the environmental decision and the non-technical summary of the EIA (if applicable), as well as evidence that the requirements of the EU Habitat Directive 92/43/EC and the EU Birds Directive 79/409/EC have been fulfilled (form A/B or equivalent document to the satisfaction of the Bank) – if applicable.

Rolling stock to be replaced by the newly purchased rolling stock will be reassigned by the incumbent Railway undertaking to other rail services to be identified, setting off a cascade of reassignments of rolling stock at the end of which some older vehicles will scrapped. This shall be performed in accordance with domestic rules and regulations. Some trains could also be sold by the incumbent Railway Undertaking.

The project is expected to have an overall positive impact on the environment. The total increase of train kilometres is expected to be around 10%. The increase is put into place to accommodate traffic growth in a more sustainable manner. Furthermore if these public transport services were not provided, travellers would transfer to private road vehicles bringing the usual undesirable consequences of congestion, noise, and CO₂ and other harmful air emissions. Hence, the retention of public transport services is expected to have a positive effect on climate change mitigation.

Public Consultation and Stakeholder Engagement

Requirements for the new rolling stock have been subject to public consultation and giving inputs to the technical specification of the trains. Over a period of 3 weeks in June 2014, a public website was accessible for inputs, comments and questions of which a total of some 900 were received. The public dialogue also included use of social media.

Conclusions and Recommendations

- The project consist of purchasing around 40 new electrical trains for the provision of public transport in the Ruhrgebiet in Land North Rhine-Westphalia, Germany.
- The construction of tram rolling stock will take place in the manufacturers' plants and does not fall within the scope of the EIA Directive 2011/92/EU.
- The bidder that will win the contract and manufacture the trains will also be responsible for its maintenance for 30 years and will have to arrange its own maintenance facilities. Such facilities could fall under Annex II of the EIA directive, and could therefore be subject to an EIA procedure. If construction of new facilities will be required then the promoter undertakes to inform the Bank on environmental compliance.
- The operation is expected to have a positive impact on the region's overall transport conditions, enhancing the attractiveness of public transport and preventing use of private cars.
- Overall, the project will have a positive environmental impact, is expected to have a positive effect on climate change mitigation, and is acceptable to the Bank.