

Environmental and Social Data Sheet

Overview

Project Name: *S-Bahn Hannover Rolling Stock*
 Project Number: *2016-0664*
 Country: *Germany*
 Project Description: *The scope of the project entails the purchase of new rolling stock (Electric Multiple Units) to provide commuter and regional passenger rail services on the S-Bahn network in Hannover in Germany.*

EIA required: no

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

Environmental Assessment

The project consists of up to 70 Electric Multiple Units (EMUs) and associated equipment for S-Bahn services (commuter and regional rail). The finance will be provided to the winner of the presently ongoing tender for the operation of all S-Bahn services from 2021 to 2034. The tender for the services is issued by three different Public Transport Authorities (PTAs), led by Region Hannover. The selected railway undertaking (RU) will have to deploy part of the current fleet (13 EMUs) and may deploy a full used fleet and thus there would be no new vehicles. The Bank will only finance the newly purchased vehicles.

The project does not fall under either Annex I or II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU, as manufacturing and use of rail rolling stock is not included in either list. Therefore, no EIA is required for the project.

The project is in line with the Mobility Masterplan 2025, the public transport plan 2015 and a Climate plan of the Region of Hannover. The latter study (Verkehrsentwicklungsplan ProKlima der Region Hannover) has established that there is CO₂ abatement potential in the field of rail public transport. They identify the new concession as a contribution to reducing CO₂ emissions by promoting a shift from private to public rail transport and by requiring a switch to 'green energy'. The energy will have to be sourced from regional renewable sources. Furthermore the railway undertaking will be incentivized to reduce its energy consumption.

The rationale for allowing the deployment of new trains is to improve competition. More bidders will be able to bid for the contract with new rolling stock. This operation will thus replace quite new rolling stock that can be deployed elsewhere. The new rolling stock will be operated on the S-Bahn Hannover network and will contribute to the efficiency, quality and transport capacity of the railway services. The main benefit of the operation consists of improving the attractiveness and competitiveness of the railway service. The project is expected to prevent a modal shift of existing passengers towards road and also to allow an increase of the rail modal share, hence to have positive impact in terms of energy consumption and associated emissions, transport safety and noise.

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.

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The new trains will comply with the relevant European Technical Specifications for Interoperability (TSI) including those for noise emissions and accessibility for persons with disabilities and persons with reduced mobility (also referred to as the PRM TSI). The S-bahn was accessible for people with reduced mobility since the start in 2000. However since 2013 some vehicles were deployed to meet the increased demand that were not accessible. These will be phased out again.

The winner of the tender will have to arrange its own stabling and maintenance facilities. The tender to select the railway undertaking is ongoing. Contract award is expected mid-2017. The winner of the tender decides if and where new maintenance depots are required as they may also use existing facilities. Full assessment, including analysis of environmental impact, will only start after contract award. All potential related environmental constraints are therefore not known yet. The Borrower will be obliged to provide evidence that EU EIA, Habitats and Birds Directives have been followed.

Conclusions and Recommendations

- The project is expected to enable the passenger railways to avoid a modal shift towards road, and contribute to some strengthening of the rail modal share, resulting in positive environmental impacts. By comparison with the “without project” scenario, and to a lesser extent, with the current situation, the project is expected to have some positive environmental impact in terms of energy savings, air pollution, transport safety, noise and CO2 emissions. The purchase of rolling stock does not fall under either Annex I or II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU, as amended; so an EIA is not required.
- The railway undertaking that leases the rolling stock will have to arrange its own stabling and maintenance facilities. Such elements could fall under Annex II of the EIA directive, and therefore may be subject to an EIA procedure. If construction of new facilities will be required, the Promoter undertakes to inform the Bank on environmental compliance.
- Considering the above, the project is acceptable for Bank financing from an environmental point of view.