

Environmental and Social Data Sheet

Overview

Project Name: PROGRAMM NAHVERKEHR BADEN-WUERTTEMBERG NETZ 3A

Project Number: 2016-0949

Country: Germany

Project Description: Investment into rolling stock in Baden-Wuerttemberg (Network 3a Murrbahn - Northeast of Stuttgart). Sub-operation under Program Loan for rolling stock and related infrastructure for local and regional public transport in Baden-Wuerttemberg (2014-0765).

EIA required: No

Project included in Carbon Footprint Exercise¹: No

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

Environmental and Social Assessment

Environmental Assessment

The Federal State of Baden-Wuerttemberg is procuring new rail services on its networks. The future Railway Undertaking (RU) procures the new rolling stock and sells it to the Federal State (Promoter) who takes ownership of the rolling stock through a public law subsidiary (Borrower), the newly founded SFBW. The SFBW rents it to the private RU which will provide rail transport services.

The programme is in line with Baden-Württemberg's General Transport Master Plan 2010. Network 3a, the sub-operation appraised here is in the Stuttgart region and this sub-operation is in line with the Strategy for Sustainable Mobility 2014 for the region around Stuttgart. The trainsets will serve the Stuttgart – Schwäbisch Hall-Hessental – Crailsheim – Nürnberg line.

The use of modern vehicles and increased frequency of services will improve accessibility and attractiveness for users, thus strengthening the demand for rail services in the region.

An increase in capacity is expected. The increase in capacity is intended to accommodate traffic growth in a more sustainable manner. Therefore, the impacts of the project investments on energy consumption are deemed positive.

The train-sets 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. Furthermore the Promoter encourages the RU's efforts to reduce energy consumption via incentives in the contract.

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.

The manufacture of the rolling stock is expected to take place in existing plants within the EU, in accordance with International Union of Railways (UIC)/national specifications and applicable environmental, labour, health and safety regulations.

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 be scrapped. This shall be performed in accordance with applicable domestic rules and regulations. Eventually, some trains could also be sold by the incumbent Railway Undertaking.

The railway undertaking that leases the rolling stock 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 requirements in the procurement documents and German law and legislation provide sufficient certainty that all environmental issues will be adequately addressed. The Borrower will be obliged to provide evidence that EU EIA, Habitats and Birds Directives have been followed.

Public Consultation and Stakeholder Engagement

Requirements for new rolling stock have been discussed with Passenger Advisory Board which includes the chairman of the association for people with reduced mobility from the Land BW.

Conclusions and Recommendations

- Network 3a is a sub-operation under a programme loan to buy new electric multiple units. The project is expected to enable the railways to capture traffic growth and thus avoid a modal shift towards road, resulting in positive environmental impacts.
- 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 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. German law requires compliance with Directive 92/2011/EC, as amended, to obtain building permits for such elements. If construction of new facilities will be required, 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 Habitats 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.
- Considering the above, the project is acceptable for Bank financing from an environmental point of view.