

Environmental and Social Data Sheet

Overview

Project Name:	<i>RHEIN-NECKAR-TRAM 2020</i>
Project Number:	<i>2017-0020</i>
Country:	<i>Germany</i>
Project Description:	The project consists of the purchase of 80 to 100 trams. The main aim of the new trams is to replace approximately 45% of the old tram fleet of operator Rhein-Neckar-Verkehr GmbH (RNV), but there will also be some capacity increase. The renewal of RNV's tram fleet will provide improved public transport services in the Rhine-Neckar region around the cities of Heidelberg, Mannheim and Ludwigshafen am Rhein, straddling the Federal States of Baden-Württemberg, Rhineland-Pfalz and Hessen in Germany.

EIA required: No

Project included in Carbon Footprint Exercise¹: No

Environmental and Social Assessment

The project mainly replaces a fleet of obsolete trams with new modern trams, but also contributes to a modest capacity increase of the fleet for the network in the Rhein-Neckar region in and around the cities Heidelberg, Mannheim and Ludwigshafen.

The manufacturing of rail rolling stock does not fall under Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive (2011/92/EU). Therefore, no EIA is required for the project.

The project is part of a wider strategy of RNV to improve tramway transport by 2025, so that it can absorb the expected demand increase on the current lines and on some extensions to the network that RNV is implementing.

The new vehicles will contribute to competitiveness and attractiveness of public transport and will bring maintenance cost savings and other benefits such as improved noise and emission levels. In the absence of these investments, the public transport service quality would deteriorate and encourage the use of private cars with the associated negative impacts in terms of noise, energy consumption and associated emissions. The project is in line with the mobility plans of the cities, other territorial bodies and the region Rhein-Neckar.

The existing rolling stock reached the end of its technical life (more than 50% of the current fleet -95 trams- will be over 25 years old by 2024-2027). The trams to be replaced by the newly purchased trams will be taken out of service. They might be sold, but will most likely be scrapped. This shall be performed in accordance with applicable rules and regulations in Germany.

The Promoter is implementing extensions and adaptations of the network to improve services. Furthermore the maintenance workshop and depot facilities will be adapted and expanded on

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 existing area to accommodate the new trams. These works are not part of the project. Nevertheless, as these facilities are associated and/or needed for the implementation of the project, the Borrower will be obliged to provide evidence that EU EIA, Habitats and Birds Directives have been followed.

The Promoter strives to reduce the energy usage and has asked the potential suppliers to come up with an environmental concept. They expect that the new trams can be up to 20% more energy efficient. The Promoter purchases energy that is from certified renewable sources ("Ökostrom") since March 2014.

Public Consultation and Stakeholder Engagement

The Promoter discusses regularly with the associations for people with reduced mobility. Also the current purchase of new vehicles was discussed and the Promoter has incorporated their wishes in the requirements for the new trams where possible.

Conclusions and Recommendations

The project does not fall in the scope of the EIA Directive, which is not applicable to manufacturing of rail rolling stock. Therefore, no EIA is required for the project.

The extension and adaptation of the tram network and the necessary modification of the maintenance workshop and depot facilities may fall under Annex II of the EIA directive, and therefore may be subject to an EIA procedure. The Promoter undertakes to inform the Bank (at the latest by end of 2022) on environmental compliance by submitting a copy of the environmental screening decision and, if the project is screened in, the EIA and the final environmental decision, 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.

The project is expected to prevent a shift from public transport to road transport, which may happen if the project is not implemented. In addition, the new rolling will be more energy efficient and have lower level of noise emissions. The new rolling stock will improve the accessibility of the rail services for persons with disabilities and persons with reduced mobility.

The project is acceptable from an environmental and social perspective.