

Environmental and Social Data Sheet

Overview

Project Name:	BVG FAHRZEUGBESCHAFFUNG BERLIN
Project Number:	2016-0374
Country:	Germany
Project Description:	<i>The project will finance the acquisition of around 630 new metro vehicles and around 100 tram vehicles. The new vehicles will replace age expired rolling stock and will contribute to enlarging the fleet to accommodate growing passenger volumes as the city is growing. The new rolling stock will be owned and operated by the promoter, Berlin's Public Transport Operator (PTO) Berliner Verkehrsbetriebe (BVG).</i>
EIA required:	No
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The new vehicles will replace age expired rolling stock and also contribute to a wider programme to renew and enlarge the fleet to accommodate growing passenger volumes as the city is growing.

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.

This is part of a wider strategic renewal and enlargement programme, lasting until the early 2030s, and foreseeing the replacement of almost all life-expired vehicles of the BVG tram and metro fleet. The vehicles to be replaced by the newly purchased ones will be sold, given back to the manufacturer or scrapped. This shall be performed in accordance with BVG internal applicable procedures which refer to rules and regulations in Germany for recycle- and waste management. For the new vehicles there are requirements regarding the recycling concept such as the wish to not use composite materials.

The current tram fleet is on average 21 years old and the metro car fleet 30 years old. For instance almost 150 trams are still Tatra high floor trams from the early 1980s and thus still more than 40% of the trams are not accessible for people with reduced mobility. For the metro cars almost 70% is now not accessible for people with reduced mobility as there are height differences and gaps between the trains and platforms.

The new vehicles will improve reliability and comfort of services and thus contribute to competitiveness and attractiveness of public transport. They will bring maintenance cost savings and other benefits such as improved noise and emission levels. In the absence of such investments, the public transport service quality would deteriorate and encourage the

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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use of private cars with the associated negative impacts in terms of noise, energy consumption and associated emissions.

Adaptations to the maintenance facilities and depots are not foreseen at the moment and thus not part of the project.

The Promoter strives to reduce energy use, increase energy efficiency and reduce the use of fossil fuels. As an example; all vehicles will use regenerative braking and the Promoter has agreed with the public transport authority that for the period 2016-2018, it will purchase energy that is from certified renewable sources ("Ökostrom").

Also in the wider context BVG tries to contribute to sustainable urban transport. For instance Berlin has signed the "Declaration of intent on promoting large-scale deployment of clean, alternatively fuelled buses in Europe" and BVG is testing some electric buses and is developing plans for a wider roll-out.

Public Consultation and Stakeholder Engagement

The Promoter and the Public Transport Authority of Berlin discuss regularly with the associations for people with reduced mobility and try to incorporate their wishes if possible when they are renewing or improving their services.

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 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 public transport services for persons with disabilities and persons with reduced mobility.

The project is acceptable from an environmental and social perspective.