

Environmental and Social Data Sheet

Overview

Project Name: *HAMBURGER HOCHBAHN E-MOBILITY PROGRAMME*
Project Number: *2019-0086*
Country: *Germany*
Project Description:

The current project is presented under the Clean Urban Transport Programme Loan Germany (2019-0204). It consists of: (i) the renewal of Hamburg's urban public bus transport fleet within the period 2019-2023 (replacement of 100 standard diesel buses with 100 standard electric buses); and (ii) the construction of associated infrastructure needs, including the remodelling of depots to adapt them to electro-mobility and the installation of software and IT-hardware equipment for e-bus depots and carports..

EIA required: no
Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

Environmental Assessment

The project is proposed to be financed by a Programme Loan that aims to support both public and private promoters operating under a public service contract responsible for transport of passengers in urban areas in German municipalities (Clean Urban Transport Programme Loan Germany).

The project is in line with the Clean Air Plan (*Luftreinhalteplan*) of the city of Hamburg (Freien und Hansestadt Hamburg –FHH–).

The manufacturing of rolling stock (buses), software and IT systems for bus operation and the remodelling of depots to adapt them to electro-mobility do not fall within the scope of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. Therefore, no EIA will be required. The buses being replaced will either be scrapped or dismantled if they have reached the end of their life, or sold or given up in the second hand market. In the first case (scrapping/dismantling), in the absence of an end of life regulatory framework for buses, the Bank will require the Promoter to inform the Bank how the buses being replaced will be disposed of². In the second case (selling second hand), a positive environmental impact is expected, since the buses will replace even older assets of other public transport operators

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

² Old buses can be disposed either directly by the operator or through a dealer who takes over the vehicle. Life expired vehicles or damaged vehicles are normally handed over to demolishers or stored for parts in the depots.

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fleets. This substitution typically reduces the level of particulates and pollutants emitted by the busses, which in many cities is regarded as a major benefit due to the very poor air quality they experience. Normal practice is for older vehicles that are still in use in the city to be firstly moved to less busy lines and then to be progressively retired from service and used for spare parts.

Overall, the project is expected to have a positive environmental impact. The renewal and improvement of public transport including the deployment of electric technology will contribute to reduced pollution and noise, as well as to low-carbon transport and will allow an increase in energy efficiency. In addition, the investments will have the capacity to improve the quality of public transport services in Hamburg, helping thus reduce reliance on private cars and maintain or increase public transport share.

Given the nature of the project, no impacts on Natura 2000 or other protected sites are expected.

Impacts during the construction phase of the infrastructure components are expected to be minimal.

Social Assessment

The project activities and outputs are not likely to trigger any of the Bank's social standards. Infrastructure construction activities will be small and will be carried out within the footprint of existing facilities owned by the Promoter. Therefore, no expropriation or resettlement is foreseen within the project.

Public Consultation and Stakeholder Engagement

Given that the project finances the purchase of buses and some small-scale works for the maintenance and operation of these buses in existing depots, public consultation is not required.

Conclusions and Recommendations

The project is expected to have a positive environmental impact. The renewal and improvement of public transport including the deployment of electric technology will contribute to reduced pollution and noise, as well as low-carbon transport and will allow an increase in energy efficiency. In addition, the investments will have the capacity to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or increase public transport share.

Undertakings

- For life expired buses of the Promoter that are scrapped, the Promoter undertakes to inform the Bank how buses being replaced have been disposed and provide the relevant scrapping certificate(s), in line with EU and national regulation and industry best practice.
- For buses sold in the second hand market, the Promoters undertake to inform the Bank of the purchaser and country of operation.

Subject to these conditions being met, the project is acceptable for EIB financing in E&S terms.