Luxembourg, 02/12/2020

Public

Environmental and Social Data Sheet

Overview

Project Name:	*GERMAN ROLLING STOCK - REGENSBURG DONAUTAL*
Project Number:	*2019-0600*
Country:	*Germany*
Project Description:	*The project consists of the acquisition of around 20 new rolling stock (electric passenger vehicles) and associated equipment for a public service contract to operate the rail passenger services on lines between Ulm and Ingolstadt, Ingolstadt and Regensburg and Neumarkt to Passau. The total traffic volume is estimated at 5.7m train km in the initial phase from 2022 to 2024 and will increase to 7.2m train km for the years 2025 to 2036. The new vehicles will deliver the additional traffic volume from 2025 onwards.*
EIA required:	NO
Project included in Carbon Footprint Exercise[1]:	NO

Environmental and Social Assessment

The project consists of the purchase of an estimated 20 new trains. All trains are expected to be new electrical multiples units with single deck design and around 200 seats.

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 long-term transport strategies of Bavaria and completes several objectives identified in a recent study for the region ("SPNV-Konzept Region Regensburg") and the strategic time table for Bavaria ("Bayern Takt"). These plans and other studies have established that there is CO2 abatement potential in the field of rail public transport. Bavaria is in the process of updating its statewide long-term transport planning.

The new rolling stock will be operated on the regional railway lines of Netz Regensburg Donau Tal 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, and thus potentially preventing a modal shift of existing passengers towards road and also to allow an increase of the rail modal share, in particular where peak services presently lack capacity and current time tables have lengthy

[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.

service gaps. Hence the project is expected to have positive impact in terms of energy consumption and associated emissions, transport safety and noise.

The ongoing procurement process allows potential railway operators to only bid with new trains. The project includes only the newly purchased vehicles of winning bidders.

The depot in Regensburg, which was built in 2010, will be available to the operator for the maintenance of the trains. The maintenance of new trains might require minor works within the area currently occupied by the railway, and there will be no additional land take and should not fall within the scope of the EIA Directive. Alternatively, should the future operator decide to use other facilities or even to build a new depot (which would count as an associated facility), it will be obliged to provide evidence to the Bank that EU EIA, Habitats and Birds Directives have been followed.

The new trains will comply with the relevant European Technical Specifications for Interoperability (TSI) for noise emissions and accessibility for persons with disabilities and persons with reduced mobility (also referred to as the PRM TSI). However they might not comply with TSI for command control and signalling because ETCS is not requested.

The Project might also result in scrapping of life expired vehicles. The Promoter should decommission rolling stock according to their standard procedures, which include always the participation of one environmental protection expert to ensure consistency with prescribed national standards in the process of dismantling, re-use of useful spare components, recycling and scrappage (including decontamination).

Conclusions and Recommendations

The project is expected to avoid a modal shift from the passenger railways 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 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. This may also require an assessment in the context of the Habitat and Birds directives of the EU. If construction of new facilities will be required, the Promoter undertakes to inform the Bank on environmental compliance.

Under the conditions above, the project is acceptable for Bank financing from an environmental and social point of view.