

09/01/2025

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>OEBB SERVICEJET RETTUNGSZUEGE</i>
Project Number:	<i>2023-0681</i>
Country:	<i>Austria</i>
Project Description:	<i>Acquisition of 18 high-tech-hybrid service jets trains for rescue and fire extinguishing deployment, serving in maintenance, train rescue and firefighting roles</i>
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

### Environmental and Social Assessment

The Project consists in the acquisition of 18 high-tech hybrid rescue and firefighting trains, to be used mainly to respond to emergencies in tunnels and for maintenance and inspections activities in the Austrian railway network.

The acquisition of the new rolling stock will allow a reduction of the rescue fleet from 21 to 18 vehicles replacing OEBB's first generation of diesel-powered firefighting and rescue vehicles, improving reliability, effectiveness and safety in rescue and maintenance activities. The three-carriage train is designed for bidirectional movement without the need for reconfiguration and can reach speeds of up to 160 km/h. This significantly reduces response times in emergencies compared to the existing OEBB firefighting and rescue trains.

The trains are equipped with ETCS Level 2 and PZB (local signalling system) and with a sustainable electric hybrid drive that can use three energy sources: electric, diesel or battery power, that enables the trains to run on the entire OEBB network. Electric traction is expected to be used predominantly, battery power will be used in non-electrified lines, while the diesel power will be only limited to emergency situations where the other two modality cannot be used.

The maintenance of the new trains will be executed in new and updated facilities on the site of Knittelfeld. The updates are amendments to an existing workshop hall and external facilities (tracks, etc.). New facilities will be the construction of new workshop hall, new railway yard facilities and noise protection facilities. These will be constructed on the existing railway land, which is property of OEBB-Technische Services-GmbH. A building permit was issued on the 22/01/2024 by the Federal Ministry of Climate protection, environment, energy, mobility, innovation and technology, limited to the validation of technical, safety and administrative compliance, not including other types of permits such as nature conservation or water permits, that shall be obtained separately, if the case.

The construction works of the new workshop in the Knittelfeld site are not part of the EIB-financed Project.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



The replaced rolling stock will be scrapped or redeployed to other services. The Promoter anticipates that around 2 vehicles of the existing fleet will be kept and redeployed to maintenance activities, while the rest of the fleet will either be sold or scrapped. Any scrapping will be carried out by companies specifically authorised for this activity.

Purchase of rolling stock do not fall under either Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by Directive 2014/52/EU, therefore, no EIA is required.

The Project has been assessed by the Bank's services as aligned with the objectives of the Paris Agreement in accordance with the criteria set out in the EIB Climate Bank Roadmap Annex 2 as it consists of acquisition of zero direct emission mobile assets, which bring demonstrable environmental and safety improvements to the OEGB fleet.

The Project is aligned with the Low Carbon goal because it consists of acquisition of mobile assets that meet the 'Significant Contribution' threshold under the EU Taxonomy (Activity 6.14 Infrastructure for Rail Transport).

Furthermore, the climate risk of the Project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

### **EIB Paris Alignment for Counterparties (PATH) Framework**

The counterparty OEGB Infra is in scope and screened out of the PATH framework, because it is not considered high emitting and/or high vulnerability.

### **Social Assessment**

The Project fleet will replace the existing, obsolete and age expired fleet and offer operational efficiency improvements. This will allow the continued delivery of essential maintenance and safety services with improved reliability and effectiveness of the Austrian railway network.

## **Conclusions and Recommendations**

The Project has a very good alignment with the Bank's policy objectives as it promotes the development of sustainable transport modes, liberalisation of railway services and counts 100% towards Climate Action and Environmental Sustainability objectives.

The Promoter shall undertake to provide evidence of conformity with the environmental legislation of the construction works of the new workshop in the Knittelfeld site.

Under conditions above, the Project is acceptable for EIB financing from an environmental and social perspective.