

Luxembourg, 18 October 2023

Environmental and Social Data Sheet

Overview

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| Project Name: | <i>BADEN-WUERTEMBERG ELECTRIC TRAINS</i> |
| Project Number: | <i>2022-0670</i> |
| Country: | <i>Germany</i> |
| Project Description: | <i>The project consists of the acquisition of new battery-electrically and electrically powered trains. These will be owned by Baden-Württemberg's rolling stock provider SFBW, based in Stuttgart. The trains will operate regional services in Baden-Württemberg.</i> |
| EIA required: | no |
| Project included in Carbon Footprint Exercise ¹ : | yes |

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The Federal State of Baden-Wuerttemberg, through a public law subsidiary Landesanstalt Schienenfahrzeuge Baden-Württemberg (SFBW) (borrower and promoter), will procure battery-electrically and electrically powered trains and lease them to future operators of rail transport services through Public Service Contracts (PSCs) in Baden-Wuerttemberg.

The project is in line with Baden-Württemberg's General Transport Master Plan 2010 and its "Verkehrsinfrastruktur 2030" long term planning document.

The project consists of the acquisition of approximately 120 trains, half of which will be electric trains (EMUs) and the other half will be battery electric trains (BEMUs), which will replace existing electric and diesel trains, either in combination with electrification of currently non-electrified lines for the EMUs or the direct replacement of the existing diesel fleet with BEMUs.

Purchase of rolling stock does not fall under 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 for the project.

The rolling stock will be in conformity with the EU Technical Specifications for Interoperability concerning noise and accessibility for persons with reduced mobility.

The promoter is planning the construction of new facilities for the maintenance of the rolling stock to be purchased. These facilities will not receive EIB financing as part of this project. Depending on the specific characteristics and location of these facilities, their construction may require an EIA.

If some of the existing trains need to be scrapped this shall be performed in accordance with applicable domestic and EU rules and regulations.

Eventually, some existing trains could also be sold by the incumbent Railway Undertaking.

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.



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The new electric railway vehicles will reduce the energy consumption and emissions per passenger especially compared to the diesel trains which will be replaced. In addition, the improvement of public transport services will also contribute to the attractiveness of railway transport, which is a low-carbon transport mode, vis-à-vis the road transport. Overall, the project is expected to have a positive environmental impact.

The project has been assessed by the Bank for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of acquisition of zero direct emission mobile assets. Therefore, it is considered to be aligned with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned against the resilience goal.

EIB Carbon Footprint Exercise

The estimated annual emissions of the project in a standard year of operation is 36,000 tonnes of CO₂ equivalent per year. Estimated emissions savings are 26,300 tonnes of CO₂ equivalent per year.

The project assessment boundaries are:

- In the absolute case (with project scenario): the new electric and battery electric rolling stock operating on the regional lines of the Baden-Württemberg rail network.
- In the baseline case (without project scenario): the existing electric and diesel rolling stock operating on the same lines.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

Conclusions and Recommendations

The acquisition of EMU/BEMUs is expected to increase the modal share of public transport and have positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO₂ emissions.

If the competent authority for environment requires an EIA for the construction of planned maintenance facilities, the promoter undertakes to send to the Bank a copy of the EIA and the environmental permit issued by the competent authority.

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