

Luxembourg, 30 August 2023

Environmental and Social Data Sheet

Overview

Project Name:	UESTRA HANNOVER URBAN TRANSPORT GREEN LOAN
Project Number:	2022-0011
Country:	Germany
Project Description:	The project consists of i) purchase of light rail rolling stock and ii) purchase of electric buses and related recharging infrastructure, all part of the investment programme of Hannover's public transport operator UESTRA AG

EIA required: no

Project included in Carbon Footprint Exercise¹: no

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

Environmental and Social Assessment

Environmental Assessment

Environmental compliance

The replacement of existing urban rolling stock (rail and bus) as part of the promoter's regular programming of renewals and the installation of charging infrastructure for electric buses are not subject to a Strategic Environmental Assessment (SEA) in the context of the SEA Directive 2001/42/EC.

None of the project components required an Environmental Impact Assessment (EIA). Manufacturing of rolling stock (both rail and bus) will take place in the manufacturers' plants and falls outside the scope of the EIA Directive 2014/52/EU (amending Directive 2011/92/EU). The existing maintenance workshop/depot will be used to maintain and park the new vehicles.

The installation of recharging infrastructure for the electric buses falls outside the scope of the EIA directive as works will take place within existing right of way and have negligible environmental impacts.

It is noted that, in the medium term, the promoter will modernise an existing depot and build a new one, which will also serve the new rail rolling stock. Such investments are not addressed by the current project, nor are they a precondition or a direct consequence of it.

Environmental impacts

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 replacement of the rail rolling stock will maintain and possibly increase the competitiveness of the public transport services delivered by the promoter. In turn, this will contribute to maintaining and improving public transport share, and potentially reducing the use of private car in the urban environment of Hannover, with the subsequent reduction of air and noise pollution and CO₂ emissions.

The further electrification of the bus fleet, beyond increase comfort and attractiveness of service to passengers, will have an immediate impact of reducing air and noise pollution and CO₂ emissions. Adverse environmental or social impacts due to the installation of the charging points are negligible given the type of works involved.

As selling decommissioned rail rolling stock for second-life operation in other countries is not a viable option anymore, the obsolete vehicles being replaced by the project will be scrapped and recycled by certified companies, in line with the applicable national regulatory framework ("Circular Economy Law": Kreislaufwirtschaftsgesetz [KrWG], 2012). It is expected that almost all parts of the scrapped components will be recycled, contributing to the transition to a circular economy.

Paris alignment and GHG emissions

The project contributes to climate mitigation. The project is considered Paris aligned and eligible following annex 2 of EIBs Climate Bank Roadmap guidelines, as it concerns electrified rolling stock and charging infrastructure required.

The project will produce GHG emission savings, due to the higher efficiency of the new tram rolling stock compared to the decommissioned ones and the substitution of diesel buses with electric buses, relying on a low-carbon energy mix. Moreover, the investment may further reduce GHG emissions on medium and long term by shifting passengers from car use towards public transport. As such, it contributes to the promoter's goal to be carbon neutral by 2035.

EIB Paris Alignment for Counterparties (PATH) Framework

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

Public Consultation and Stakeholder Engagement

The project is not subject to an Environmental Impact Assessment and does not require public consultation. However, the promoter actively engaged with relevant stakeholders (mainly: Public Transport passengers, including in particular passengers with reduced mobility and other impairments, either directly through interviews etc. or through exchanges with the respective organisations).

Conclusions and Recommendations

The replacement of rail rolling stock and in particular the further electrification of the bus fleet will have positive social and environmental net effects. The project is thus acceptable for EIB financing from an environmental and social standpoint.