



Luxembourg, 19 March 2025

Environmental and Social Data Sheet

Overview

Project Name:	<i>DUESSELDORF NAHVERKEHR II</i>
Project Number:	<i>20180900</i>
Country:	<i>Germany</i>
Project Description:	<i>Investment into rolling stock for the local transport company in Düsseldorf, NRW, Germany.</i>
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

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

Environmental and Social Assessment

Environmental Assessment

The Project concerns the purchase of new tram vehicles to replace the life expired fleet of the Promoter Rheinbahn AG.

The manufacturing of rail rolling stock does not fall within the scope 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 Project concerns mobile assets that will be used in urban areas and has no impact on Natura 2000 areas. The Promoter undertakes to dispose of or decommission the life expired series B80 bi-directional LRVs in line with applicable EU legislation and industry best practice. Currently no planned modification of maintenance facilities for the Project rolling stock require an Environmental Impact Assessment (EIA). If the competent authority for environment requires an EIA for the construction or modification of maintenance facilities for the Project fleet, the Promoter undertakes to send to the Bank a copy of the EIA and the environmental permit issued by the competent authority.

The new vehicles will contribute to competitiveness and attractiveness of public transport and other benefits such as improved noise and emission levels. In the absence of these investments, the public transport service quality would deteriorate and encourage the use of private cars with the associated negative impacts in terms of noise, energy consumption and associated emissions. The Project is in line with the mobility plans of the cities, other territorial bodies and the Düsseldorf region.

EIB Paris Alignment for Counterparties (PATH) Framework

As a public sector entity, Rheinbahn AG falls in the scope of the PATH framework. As a provider of urban public transportation, it is only active in urban and suburban passenger land transport, thereby not engaging in incompatible activities. Being neither high emitting, nor exposed to high physical risk, Rheinbahn AG is screened out of the PATH assessment.

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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Conclusions and Recommendations

The Project is expected to have a positive environmental impact such as improved noise and emission levels. The Project will also have the capacity to improve the quality of public transport services in Düsseldorf, reducing reliance on private cars and thus minimizing pollution and CO2 emissions.

Undertakings

- If the competent authority for environment requires an EIA for the construction or modification of maintenance facilities for the Project fleet, the Promoter undertakes to send to the Bank a copy of the EIA and the environmental permit issued by the competent authority.
- The Promoter undertakes to dispose of or decommission the life expired series B80 bi-directional LRVs in line with applicable EU legislation and industry best practice.

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