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Public

Environmental and Social Data Sheet

Overview

Project Name:	CARGO ROLLING STOCK MODERNISATION
Project Number:	2017-0973
Country:	Poland
Project Description:	PKP Cargo, the incumbent Polish railway cargo operator, is buying around 40 new electric locomotives, over 1000 new intermodal wagons, modernising existing electric locomotives and carrying out an acoustic and ERTMS retrofitting of the existing fleet.
EIA required:	no
Project included in Carbon Footprint Exercise[1]:	no

Environmental and Social Assessment

Environmental Assessment

The project consists of:

1) Purchase of:
   - around 36 new electric locomotives and;
   - around 1,000 railway wagons.

2) Retrofitting of:
   - around 3,000 wagons with composite brake pads and;
   - around 500 electric locomotives with energy meters and;
   - around500 locomotives with GSM-R on-board units.

3) Modernisation of:
   - around 64 existing electric locomotives.

The rolling stock will be used for freight services in Poland and other EU countries, such as the Czech Republic, Germany, Austria, Hungary and Slovakia.

Manufacturing of rail rolling stock does not fall under Annex I or Annex II of the Environmental

[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.

Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the project.

The new traction rolling stock will replace old vehicles, which are at the end of or beyond their economic life and do not correspond to the current operational needs of modern rail freight operator. The project is expected to increase the competitiveness of rail freight services comparing with the current situation. In addition, in the absence of such investments, the existing rail freight service quality would deteriorate and encourage the use of less energy efficient modes of freight transport services.

The new rolling stock will be equipped with modern technology in terms of energy efficiency. In addition, new and retrofitted rolling stock will be equipped with on-board energy meters. Energy meters will facilitate the collection of data on energy consumption of each train as well as the implementation of an energy management system, which will further facilitate energy consumption management. Locomotives will be equipped with regenerative braking capacity.

The new rolling stock will be in conformity with the EU Technical Specifications for Interoperability, including noise related requirements. The new rolling stock, and the replacement of brake pads on the existing wagons, are expected to reduce noise emissions.

The new rolling stock will be maintained in existing workshops.

The replaced rolling stock will be scrapped by companies specifically authorised for this activity in accordance with the relevant legislation.

Conclusions and Recommendations

The project is expected to increase the modal share of rail, in particular by comparison with the “without project” scenario, in which the quality of rail freight services would deteriorate. The project is expected to have positive environmental impact in terms of safety, accessibility of transport, air pollution, noise and CO2 emissions.

The project is acceptable for EIB financing from an environmental and social perspective.