

Public

Environmental and Social Data Sheet

Overview

Project Name: CD CARGO LOCOMOTIVES MODERNIZATION
Project Number: 20190748
Country: Czech Republic
Project Description: Acquisition of up to 50 electric locomotives and 140 freight intermodal wagons; retrofit of around 310 locomotives with the European Train Control System (ETCS).

EIA required: no

Project included in Carbon Footprint Exercise¹: yes

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

Environmental and Social Assessment

Environmental Assessment

The project consists of acquisition of up to 50 electric locomotives and about 140 intermodal freight wagons, as well as retrofitting or fitting of about 310 locomotives with the ETCS on-board units.

The new locomotives will to a large extent replace old locomotives, which are at the end or beyond their economic life. The new wagons provide increased intermodal transport capacity.

The new locomotives utilise modern energy efficient traction technology and are capable of recuperating braking energy. They will be homologated to provide freight transport services at least in Czech Republic, Slovak Republic, Germany, Austria, Hungary and Poland, while the ETCS retrofitted locomotives will be used to provide freight transport services in the aforementioned countries. Majority of the operations will take place in Czech Republic. The intermodal freight wagons will be operated at least in the aforementioned countries.

Rail rolling stock manufacturing or ETCS retrofitting 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). The rolling stock will be maintained in existing depots and there is no need to perform any works related to depots. Scrapping of the obsolete rolling stock will be conducted

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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by an authorised company, which will perform the works in accordance with the relevant domestic and EU legal requirements.

In a summary, the project supports the realisation of a safer, more energy efficient and less noise emitting operation of the railways.

EIB Carbon Footprint Exercise

The project is included on the following basis:

Estimated annual greenhouse gas emissions from the use of the project in a typical year of operation over a 25-year operating assessment period:

- Forecast absolute (gross) emissions are about 72,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are about 68,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the new rolling stock operating on the corresponding rail network as the old locomotives.
- In the baseline case: the existing rolling stock operating on the same lines and part of the freight transported on road.

The forecasts in the baseline and absolute cases are based on project specific assumptions about fuel and electrical energy consumption of transport modalities.

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 project is expected to contribute to increasing the modal share of rail and have positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO₂ emissions.

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