

Environmental and Social Data Sheet

Overview

Project Name:	TRENITALIA ROLLING STOCK RENEWAL PROGRAM
Number:	2019-0427
Country:	Italy
Project Description:	The project consists of the acquisition of up to 135 new trainsets by Trenitalia to provide regional train services in several regions in Italy.
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 project consists of the acquisition of up to 135 bimode (electric and diesel) multiple units for regional services across Italy. In particular, the new rolling stock is planned to be used in Abruzzo, Aosta Valley, Calabria, Friuli-Venezia Giulia, Lazio, Molise, Piedmont, Sardinia, Sicily and Tuscany.

Purchase of rail rolling stock is not regulated by the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the project.

The new rolling stock will replace old units that are mostly at the end of or beyond their economic life, do not meet the current passengers expectations of performance and comfort and are a deterrent for those who would potentially switch from private car to rail. In addition, the new trainsets will allow increasing the speed to up to 160 km/h on the electrified sections, while the maximum speed of the trainsets that will be replaced is mostly 140 km/h. The project is expected to increase the attractiveness of rail services compared to the current situation. In addition, in the absence of such investments, the existing rail service quality would further deteriorate and encourage the use of private cars.

The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. In addition, the bimode units will only use diesel traction on the non-electrified sections of the lines, while most of the existing old rolling stock to be replaced by these units uses diesel traction along the entire route, be it electrified or not. This feature will allow additional CO₂ emissions savings as soon as electrification projects planned on the network have been completed.

Some of the rolling stock will be also equipped with batteries for traction purposes, which will be used for non-electrified sections in the urban areas. By this means, the project will result in reduction of noise and particulate matter pollution.

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.

Luxembourg, 16 July 2020

The new rolling stock will be in conformity with the relevant requirements concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The maintenance of the new rolling stock will be carried out in several new and existing depots, some of which will be extended and modernised. In particular, this includes construction of a new workshop in Trieste, and extension of an existing one in Reggio Calabria. The works of construction and extension of depots are not yet fully defined and may fall within the scope of the EIA Directive. The construction and the extension of the depots will be carried out within the area currently occupied by the railway, and there will be no additional land take. These works of construction, extension or modernisation of depots are not planned to be financed by the Bank as part of this operation.

The replaced rolling stock will mainly be scrapped by companies specifically authorised for this activity, and some units will be redeployed to other services.

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 45,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are about 19,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the new rolling stock operating on the corresponding rail network.
- In the baseline case: the existing rolling stock operating on the same lines. On a conservative basis, the Carbon Footprint exercise has not taken into account any potential modal shift diverted to road in the absence of investment.

The forecasts in the baseline and absolute cases are based on project specific assumptions about fuel and electrical energy consumption of rail operations, as well as share of electric traction for bimode trains.

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 will allow to increase the share of electrical traction and reduce the diesel traction for regional trains in Italy. In addition, the project is expected to prevent modal shift from rail to road. The project is expected to have positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO₂ emissions.

The Promoter shall undertake to provide evidence of conformity of the depot modernisation works with the environmental legislation.

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