

Environmental and Social Data Sheet

Overview

Project Name: ROLLING STOCK PURCHASE (SPL 20140375)
Project Number: 2019-0642
Country: Croatia
Project Description: The project consists of the purchase of 21 Electric Multiple Units (hereinafter EMUs), eleven for urban/suburban services and ten for regional services, with a maximum speed of 160 km/h.

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

The promoter, HŽ Putnički Prijevoz o.o., will use the fleet on a route with existing electrification and on some newly electrified routes (Zaprešić–Zabok and Dugo Selo – Križevci) where the electrically powered trains will replace diesel trains.

The project consists of the purchase of 21 new electric multiples units needed for provision of regional and suburban services on the electrified parts of the Croatian railway network. The planned routes are connections with the capital Zagreb from the eastern part of the country as far as Vukovar the north eastern part up to Gradec, west to Karlovac and then through steep terrain to the main port Rijeka. The fleet will also work in the capital region (Dugo Selo, Zabok, Harmica).

The project does not fall under either Annex I or II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU, as manufacturing and use of rail rolling stock is not included in either list. Therefore, no EIA is required for the project.

The project directly reflects national strategic planning. This document ('Transport Development Strategy of the Republic of Croatia (2017 - 2030) by the Croatian Ministry of the Sea, Transport and Infrastructure' outlines development plans for the transport sector from 2014 through to 2030. The new vehicles will replace old rolling stock, which is mostly at the end of its economic life, does not correspond to current passenger expectations of performance and comfort and is a deterrent for car drivers that consider switching to rail. The

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

The proposed renewal of the rolling stock can contribute to reducing CO2 emissions by preventing a shift from road to rail.

The new rolling stock will be operated on the regional and suburban railway lines and will contribute to the efficiency, quality and transport capacity of the railway services. The main benefit of the operation consists of improving the attractiveness and competitiveness of the railway service, and thus potentially preventing a modal shift of existing passengers towards road and also to allow an increase of the rail modal share. Hence the project is expected to have positive impact in terms of energy consumption and associated emissions, transport safety and noise.

If the promoter decides to construct a new depot to stable and maintain the trains purchased by this project, then it will be obliged to provide evidence to the Bank that EU EIA, Habitats and Birds Directives have been followed.

The new trains will comply with the relevant European Technical Specifications for Interoperability (TSI) including those for noise emissions and accessibility for persons with disabilities and persons with reduced mobility (also referred to as the PRM TSI).

The vehicles replaced by the project fleet are expected to be recycled on account of their advanced asset life. All decommissioned rolling stock will either be sold to waste management organisations and scrapped in compliance with the existing national and European legislation or, likely for the locomotives, companies specialised in their refurbishment.

Conclusions and Recommendations

The project is expected to avoid a modal shift from the passenger railways towards road, and contribute to some strengthening of the rail modal share, resulting in positive environmental impacts. By comparison with the “without project” scenario, and to a lesser extent, with the current situation, the project is expected to have some positive environmental impact in terms of energy savings, air pollution, transport safety, noise and CO2 emissions.

Potential construction of stabling and maintenance facilities for the new rolling stock could fall under Annex II of the EIA directive, and therefore may be subject to an EIA procedure. This may also require an assessment in the context of the Habitats and Birds directives of the EU. If construction of new facilities will be required, the Promoter undertakes to inform the Bank on environmental compliance.

Under the conditions above, the project is acceptable for Bank financing from an environmental and social point of view.