

**Public**

## **Environmental and Social Data Sheet**

### **Overview**

Project Name:	TRI-CITY FAST URBAN RAILWAY
Project Number:	2019-0819
Country:	Poland
Project Description:	The project consists of the purchase of 10 new urban railway trains and purchase of the depot equipment for the regional railway company operating in Pomorskie region.
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### **Environmental and Social Assessment**

#### **Environmental Assessment**

The project consists of the acquisition of 10 electric multiple units and maintenance equipment (such as mobile sanding equipment, industrial vacuum cleaners, mobile lifts and platforms) for existing depots. The 10 new electric multiple units replace 20 old units.

Purchase of rail rolling stock does not fall under the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU). Same holds true for the maintenance equipment component of the project. Therefore, no EIA is required for the project.

The new rolling stock will be used for regional services in the Tri City agglomeration located in Pomorskie Region in Poland. The new trainsets will replace old vehicles that are 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. 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 electric multiple units will be equipped with state-of-the-art technology in terms of energy efficiency. Furthermore, 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.

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<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

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The replaced rolling stock will be scrapped by companies specifically authorised for this activity.

The maintenance will be conducted in existing depots.

## **Conclusions and Recommendations**

The project is expected to prevent modal shift from rail to road. By comparison with the “without project” scenario, in which the quality of rail services would deteriorate, it will thus result in a higher modal share of rail. 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 project is acceptable for EIB financing from an environmental and social perspective.