

Luxembourg, 24 February 2021

Public

Environmental and Social Data Sheet

Overview

Project Name: *REGIONAL ROLLING STOCK MALAB II*
 Project Number: *2019-0895*
 Country: *Sweden*
 Project Description: *The Project entails acquisition of 12 new double decker electric multiple units (EMUs) to provide regional / suburban rail services in the Stockholm-Mälaren region in Eastern Sweden.*

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 project consists of the acquisition of 12 electric multiple units. The new electric multiple units contribute towards increase of capacity and replacement of obsolete rolling stock. The new units will be maintained in an existing depot.

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).

The new rolling stock will be used for regional services in the Stockholm, Östergötaland, Uppsala Örebro, Södermanland and Västmanland regions in Sweden. The new trainsets will partly 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 further increase the attractiveness of rail services compared to the current situation. In addition, in the absence of such investments, the attractiveness of rail services would decrease 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.

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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Any old rolling stock still suited for operation can be used on other parts of the Swedish rail network. Obsolete rolling stock withdrawn from operation will be scrapped by entities specifically certified for this activity. The present train operating company (SJ) will be responsible for these activities.

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.