

Environmental and Social Data Sheet

Overview

Project Name: FERROVIE DELLO STATO ROLLING STOCK GREEN BOND
Project Number: 2021-0589
Country: Spain, Italy
Project Description: The project consists of the acquisition of 34 trainsets for provision of commercial high-speed rail services in Spain and Italy

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 the acquisition of 34 highspeed rail trainsets, of which 20 trainsets for leasing to a new operator in Spain, Intermodalidad del Levante S.A. (ILSA), and 14 trainsets for the Promoter's fleet in Italy.

In Spain the new rolling stock will be used for increasing the number of services primarily on the Madrid – Zaragoza – Barcelona, Madrid – Valencia/Alicante and Madrid – Sevilla/Malaga routes, which are the ones with the highest passenger demand in Spain.

In Italy, the new rolling stock will be integrated into the existing fleet of Frecciarosa 1000 and will be operated on the high-speed network (with some services extending into the conventional network). Eight of the new trainsets will replace existing vehicles that will be redeployed to launch new services in France (such as Milan – Lyon - Paris). The other 6 trainsets will replace trainsets of other series operating on the most important routes in order to improve comfort and speed. These series will then be redeployed to other lines replacing older trains in a cascade arrangement that will in its turn lead to decommissioning and scrapping of some old locomotives and coaches beyond their economic life. The scrapping will be carried out by companies specially certified for this activity.

Manufacturing of rail rolling stock does not fall under Annex I nor Annex II of the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the Project.

The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency, and will be in conformity with the specifications for accessibility for persons with disabilities and persons with reduced mobility, as well for rolling stock noise emissions.

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, 15.12.2021

The maintenance of the rolling stock in both Italy and Spain is planned to take place in existing depots, for which no extension is planned for this project.

The Promoter, Trenitalia, has the appropriate skills and capacity to implement and operate the project. In particular, the rolling stock maintenance activity is certified in accordance with ISO 14000 Environmental Management Standards. The arrangements for the operation and maintenance of the vehicles leased to ILSA are also appropriate.

The main benefit of the operation consists of an expansion of the high-speed rail capacity, contributing to modal shift from road and air to rail, and to the associated positive impacts in terms of reduction of congestion, noise, energy consumption and associated emissions.

The project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of acquisition of zero direct emission mobile assets. Therefore, it is considered to be aligned against the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned against the resilience goal.

EIB Carbon Footprint Exercise

The project is included on the following basis:

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

- Forecast absolute (gross) emissions are 69,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are 335,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case:
 - the new railway vehicles used on the high-speed networks in Italy, Spain and use in France of vehicles that have been replaced by the vehicles included in this project;
- In the baseline case:
 - the road and aviation traffic in Spain and France that is expected to be shifted to rail in the "with project" scenario;
 - the railway traffic in Italy using vehicles that will be replaced by the project fleet.

The forecasts in the baseline and absolute cases are based on Services' project specific assumptions about the workload of rail services, energy consumption of rail operations and fuel efficiency of other modes. In the baseline case, a portion of emissions from cars, buses and air traffic is included using project specific emission factors, equivalent to those passenger trips expected to shift from road to rail in the "with project" case.

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

No depots will be built and no EIA is required for manufacturing or placing in service of rolling stock.



Luxembourg, 15.12.2021

The project is expected to contribute to modal shift from road and aviation to rail transport, with associated positive environmental impact in terms of energy savings, air pollution, noise, CO2 emissions and transport safety.

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