

Luxembourg, 3 May 2023

Environmental and Social Data Sheet

Overview

Project Name: GYSEV RAIL ROLLING STOCK (FL 2021-0789)
 Project Number: 2022-0200
 Country: HUNGARY
 Project Description: Acquisition of 9 EMUs for intercity transport in Hungary

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 9 electric multiple 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).

The new rolling stock will be used for intercity services throughout Hungary. 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 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 units will be maintained in existing depots. In the case of modification of existing depots, the Promoter will follow the relevant environmental approval procedures.

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.

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 climate risk of the project is assessed

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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as low and, therefore, it is considered to be aligned with the resilience goal. Furthermore, the project concerns procurement of zero direct emissions rolling stock for passenger rail services and as such is aligned with the climate mitigation goal.

Any obsolete rolling stock withdrawn from operation will either be scrapped by entities specifically certified for this activity or sold (in particular to rail museum / rail history associations).

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.