

Luxembourg, 21 July 2023

Environmental and Social Data Sheet

Overview

Project Name:	STA ALTO ADIGE RAILWAY ROLLING STOCK
Project Number:	2023-0001
Country:	Italy
Project Description:	<i>The project consists of the acquisition of 7 trainsets (with an option for the acquisition of an additional trainset). The trainsets are all Electric Multiple Units (EMUs) and will be used on the regional railway network in Alto Adige/Südtirol (Italy), including connections with neighbouring stations in Austria, as well as the northern part of the Province of Trento.</i>
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project does not fall under either Annex I or 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 this project.

The new EMUs will replace the 11 existing smaller diesel trainsets operating on the Merano-Malles (Val Venosta) line after completion of its ongoing upgrading and electrification, and providing through services to Bolzano and Trento, and to Innsbruck and Lienz in Austria as well. The project is expected to increase the attractiveness of rail services comparing with the current situation. In addition, in the absence of such investment, the existing rail service quality would deteriorate and encourage the use of private cars.

The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency.

The use of new rail rolling stock, equipped with new technologies for reduction of noise, will reduce the noise levels during future train operations, in comparison with operations performed with the current fleet. Moreover, the new EMUs will gradually replace existing diesel trains, reducing emission of pollutants and GHGs.

The new rolling stock will initially use existing facilities for stabling and light maintenance activities. However, the need for a new depot, serving the entire train

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, 21 July 2023

fleet operating on the regional network, has been identified and is planned to be built in Bolzano by 2027. Other existing depots might be modified to serve the new trains.

For the new depot that has been identified and is planned to be built in Bolzano, or if adaptations to an existing depot or stabling facilities are needed for stabling and/or maintenance of the rolling stock procured under the Project, the Borrower shall submit to the Bank evidence of compliance of the construction works of the new and extension of the existing depots used for the maintenance of the Project with the EIA Directive and Habitats Directive (92/43/EEC).

EIB Paris Alignment for Counterparties (PATH) Framework

The Borrower, Struture Trasporto Alto Adige SpA (STA), is considered a Public Sector Entity for the PATH assessment (SPV owned by an Italian province) and is in scope of the PATH framework.

However, STA is screened out for the carbon aspect because it operates in the railway transport sector, which is not a high-emitting sector.

Social Assessment, where applicable

The construction of facilities associated to the rolling stock part of the project may require land acquisition with potential relocation of households and businesses which would be carried out in compliance with relevant national and European legislation. The Promoter will keep the Bank informed about the need of expropriations and relocation of households and businesses.

The new trainsets will have improved accessibility for Persons with Reduced Mobility (PRMs) and dedicated spaces for wheelchairs.

Conclusions and Recommendations

The project is expected to increase the modal share of rail, in particular by comparison with the “without project” scenario, in which the quality of rail services would deteriorate. The project is expected to have positive environmental impact in terms of energy savings, air pollution, noise and CO2 emissions. The Promoter has enough capacity to implement the project in compliance with environmental and social legislation.

For the new depot which has been identified and is planned to be built in Bolzano, or if adaptations to existing depots or stabling facilities are needed for stabling and/or maintenance of the rolling stock procured under the Project, the Borrower shall submit to the Bank evidence of compliance of the construction works of the new and extension of the existing depots used for the maintenance of the Project with the EIA Directive and Habitats Directive (92/43/EEC).

Moreover, if land acquisition is needed for the construction of the new depot and the modifications of existing depots or other facilities, the Promoter will provide the amount of land to be expropriated as well as number of households and businesses to be relocated.

With conditions described above, the project is acceptable for EIB financing from an environmental and social perspective.