



17/11/2023

## Environmental and Social Data Sheet

### Overview

Project Name:	FS TRENITALIA GREEN BOND
Project Number:	2023-0281
Country:	Italy
Project Description:	The project consists of the acquisition of 102 new electric multiple units (EMUs) for regional rail services in Campania and Lazio.
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	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 102 electric trainsets for regional services in the Campania and Lazio regions.

Purchase of rail rolling stock is not regulated by the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the project.

The new rolling stock will replace old units that are mostly at the end of or beyond their economic life, do not meet the current passenger expectations of performance and comfort and are a deterrent for those who would potentially switch from private car to rail. In addition, the new trainsets will allow increasing the speed to up to 160 km/h, while the maximum speed of some of the trainsets that will be replaced is 140 km/h. 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 rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. It will also be in conformity with the EU Technical Specifications for Interoperability concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The new rolling stock will be maintained in existing depots Napoli Centrale, Napoli Campi Flegrei and Roma Smistamento, which will be modernised and adapted. The modernisation will include, among others, extension of some existing buildings, demolitions of some existing buildings, construction of new buildings, installation of new equipment and rearrangement of the tracks; the works will be within the existing railway sites with no additional land take. The works for the Roma Smistamento depot (extension and refurbishment of some maintenance sheds, installation of tracks and equipment for external washing, etc.) are out of the scope of the EIA Directive. The permitting procedure for the Napoli Centrale and Napoli Campi Flegrei depots has not been completed yet. The modernisation of the depots is not in the scope of the project financed by the Bank.

<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.



The replaced rolling stock will be scrapped or redeployed to other services replacing older units, which in their turn would be scrapped. Any scrapping will be carried out by companies specifically authorised for this activity.

The project has been assessed by the Bank's services as aligned with the objectives of the Paris Agreement in accordance with the criteria 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 with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned with 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 a typical year of operation over a 25-year operating assessment period:

- Forecast absolute (gross) emissions are about 69,000 tonnes of CO<sub>2</sub> equivalent; and
- Forecast emissions savings are about 17,000 tonnes of CO<sub>2</sub> equivalent.

The project assessment boundaries are:

- In the absolute case: the new rolling stock operating on the corresponding rail network.
- In the baseline case: the existing rolling stock operating on the same lines. On a conservative basis, the Carbon Footprint exercise has not taken into account any potential modal shift diverted to road in the absence of investment.

The forecasts in the baseline and absolute cases are based on project specific assumptions about electrical energy consumption of rail operations.

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.

### **EIB Paris Alignment for Counterparties (PATH) Framework**

The counterparty Ferrovie dello Stato Italiane SpA is in scope and screened out of the PATH framework, because it is not considered high emitting and/or high vulnerability.

### **Social Assessment, where applicable**

#### **Gender equality / Gender Tag**

FS Italian Group, of which Trenitalia is part has for years been committed to achieving gender equality by defining, implementing, and monitoring a comprehensive strategy in that regard.

The objectives of this strategy are to increase the percentage of women in managerial positions and at all levels of the organization, to improve the well-being and work-life balance by enabling life skills and empowerment programs as well as to promote positive female role models in the workplace and outside it.

To achieve these objectives, since 2016, FS Italian Group has created a centralized organizational function, within its Human Resources Department, specifically dedicated to promoting Diversity, Equality & Inclusion for all Group companies, with resources totally dedicated to the implementation of the D&I strategic plan and constant monitoring of trends in the presence of women in the organization.



In 2022 FS has published:

- The first **Diversity, Equality & Inclusion Policy**, defining the principles and guidelines of FS Italian Group in the field of Diversity, Equality & Inclusion, aimed to promote integration and implementation of the culture of DEI in processes and daily activities.
- The first **Gender Equality Plan** defines the Group's commitment to reduce the gender gap through structural programs. The plan defines targets related to percentage of women in managerial positions at 30% by 2023 and 36.4% by 2030, as compared to 27.6 in 2020.

The company will report to EIB and/or in its Annual Sustainability Reports on the actions taken and the progress on achieving these results in annual sustainability reports.

Furthermore, the majority of users of regional transport services of Trenitalia are women (53% in 2023). In its strive to achieve highest level of service and client satisfaction, the company collects and analyses sex disaggregated user data and adapts its services as necessary based on the findings from the surveys.

Gender tag: Significant contribution to gender equality

### **Other Environmental and Social Aspects**

The Promoter has in place an environmental management system (EMS) certified in accordance with ISO 14000 standard. The EMS covers both operation and rolling stock maintenance activities.

## **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 and part of the passengers would shift to road transport. The project is expected to have positive environmental impact in terms of safety, energy savings, air pollution, noise and CO2 emissions.

The Promoter shall undertake to provide evidence of conformity of the modernisation of the Napoli Centrale and Napoli Campi Flegrei depots with the environmental legislation.

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