

Luxembourg, 18.12.2025

**Public**

## Environmental and Social Data Sheet<sup>1</sup>

### Overview

Project Name:	TECHEU FNM HYDROGEN SUSTAINABLE MOBILITY
Project Number:	20230337
Country:	ITALY
Project Description:	The project consists of the acquisition of 14 hydrogen-powered trainsets for passenger services on the non-electrified railway line Brescia – Edolo (the hydrogen-powered trainsets will replace diesel trainsets currently operating on the line), related works and installations on the same line, the acquisition of around 40 hydrogen buses for services on several routes in Lombardy, and installation of hydrogen refuelling stations for road light and heavy-duty vehicles on major motorways in Lombardy and Piedmont ("the Project").
EIA required:	no
Invest EU sustainability proofing required	yes
Project included in Carbon Footprint Exercise <sup>2</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The project consists of the following four components:

- acquisition of up to 14 hydrogen-powered trainsets for passenger services on the Brescia - Edolo railway line,
- related works and installations on the same line,
- acquisition of around 40 hydrogen (fuel cell) buses for services on several routes in Lombardy, and
- installation of hydrogen refuelling stations for road vehicles on major motorways in Lombardy and Piedmont, in line with the requirements of the Regulation on Deployment of Alternative Fuels (Regulation (EU) 2023/1804).

The acquisition of trainsets or buses 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 these components.

The rolling stock will be in conformity with the EU Technical Specifications for Interoperability concerning noise. Therefore, the noise pollution in the areas surrounding the railway line will be reduced.

<sup>1</sup> The information contained in the document reflects the requirement related to the environmental, social and climate information to be provided to Investment Committee as required by the Invest EU Regulation and it represents the equivalent of the information required in the template of the InvestEU sustainability proofing summary.

<sup>2</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.



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The new zero-tail pipe emissions rail rolling stock and buses will replace diesel rail rolling stock and buses respectively. The replaced vehicles will be either redeployed elsewhere or, if they are at the end of their useful life, scrapped by companies specially certified for this activity.

The related infrastructure works, included in the scope of the EIB financed project, concern extension of the length of platforms at some stations of the Brescia - Edolo railway line to prepare them for the operation of the new trainsets, as well as some electrical installations. All these schemes consist of relatively minor works and, as per their nature and location within the existing stations, do not fall within the scope of the EIA Directive.

The installation of the hydrogen refuelling stations (all under construction) for the road light and heavy-duty vehicles is being carried out within decommissioned motorway service areas in Carugate (Milan Province) (2 stations, one on each side of the A51 motorway), Rho (Milan Province) (1 station on A50) and decommissioned toll booths in Tortona (Alessandria Province) (2 stations, one on each side of A7). As per nature of the works and the location within the existing service areas, these schemes do not require an EIA. The service areas in Tortona are in the vicinity of a Natura 2000 site "Greto dello Scrivia" (IT1180004). The other services areas included in the project are located at approx. 9 km from the nearest Natura 2000 sites. For all the stations the Competent Authorities concluded that due to the nature of the works and their location, the project is not likely to have a significant impact on the Natura 2000 sites and no assessment as per Article 6(3) of the Habitats Directive (Directive 92/43/EEC) is necessary. The hydrogen storage capacity of each refuelling station will be below 5 tonnes. Therefore, the installations are out of the scope of the Seveso-III Directive (Directive 2012/18/EU). Hydrogen production for these stations will be off-site by third parties.

The maintenance of the new railway rolling stock will be carried out in a new depot in Rovato (Brescia Province), which will be equipped with hydrogen refuelling and flushing facilities to be used mainly during maintenance works. The construction of the depot requires some additional (very limited) land take. The Competent Authority issued the environmental consents; no EIA was required. The construction of the depot was completed in September 2025.

The maintenance of the new buses will be carried out in a new workshop in Edolo. The final investment decision, and consequently the environmental procedures for the construction of the workshop, are yet to be undertaken.

For the supply of hydrogen to trains and buses, hydrogen production plants and refuelling stations are planned to be created in Brescia, Edolo and Iseo (Brescia Province). The plants of Brescia and Edolo will be based on electrolyser technology; the plant in Iseo will be based on steam biomethane reforming with CO<sub>2</sub> capture. The Natura 2000 site closest to these areas is "Torbiere d'Iseo" (IT2070020). For the plants in Iseo (located on railway areas) and Edolo (located on decommissioned industrial area), both under construction, the Competent Authority issued the environmental consents, neither EIA nor an assessment as per Article 6(3) of the Habitats Directive was required. The environmental procedures for the plant in Brescia (which is located on decommissioned industrial area within the highly polluted site of national importance (Sito di interesse Nazionale, Brescia Caffaro) have not yet been completed. The hydrogen storage capacity of each plant will be below 5 tonnes. Therefore, the installations are out of the scope of the Seveso-III Directive. Given the relatively low capacity of the hydrogen production plants, they are not included in the scope of Directive 2010/75/EU as amended by Directive (EU) 2024/1785 (Industrial Emissions Directive).

The construction of the train and bus depots and maintenance workshops, as well as of hydrogen production plants is not planned to be financed by the Bank as part of this operation. These installations are, however, considered associated facilities.

The negative environmental impacts of the Project and its associated facilities are expected to be limited and reduced to its construction phase. The Project is expected (i) to increase the attractiveness of public transport services comparing with the current situation and thus increase the modal share of public transport *vis à vis* the individual road traffic, with the



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associated environmental benefits and (ii) to support the shift of the road transport to zero tailpipe emission technologies.

### **Paris Alignment**

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, related rail infrastructure and infrastructure enabling low-carbon road transport. Therefore, it is considered to be aligned against 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 Paris Alignment for Counterparties (PATH) Framework**

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

### **Social Assessment**

The project is supporting public transport by rail and bus in the project area. In addition, the new rolling stock will be in conformity with the relevant requirements concerning accessibility for persons with reduced mobility and persons with disabilities. The Project also includes some works at the railway stations to make them compliant with the current requirements for accessibility.

Therefore, the project will have positive social impacts in terms of accessibility of public transport, and by these means of education, jobs, health establishment and public services, especially for people without access to individual motorised transport.

There is a risk of use of forced labour in the global supply chains of the main components of fuel cell vehicles. For mitigating this risk, the promoter will be required to put in place appropriate measures.

## **Conclusions and Recommendations**

The project is expected to at least maintain and to a certain extent increase the modal share of rail and public transport by means of increasing the number of rail services and maintaining the number of bus services. The project also provides necessary infrastructure for the transition of road transport to zero tailpipe emission technologies. The project is expected to have positive environmental and social impacts in terms of safety, accessibility of transport, air pollution, noise and, in the medium or long term, CO2 emissions.

For the new workshop for buses in Edolo and hydrogen production plant in Brescia, the Promoter shall submit to the Bank evidence of conformity with the EIA Directive (as applicable, the corresponding EIA report(s) and the environmental consent(s) issued by the Competent Authority or evidence that no EIA is required), as well as evidence of absence of impact on Natura 2000 sites. The documents shall be to the satisfaction of the EIB.

The promoter shall make reasonable efforts to carry out appropriate due diligence throughout its supply chains for hydrogen (fuel cell) buses included in the Project, with the aim of avoiding the use of forced labour.

InvestEU Sustainability Proofing: The Project is expected to be carried out in compliance with applicable national and EU environmental and social legislation. No further sustainability proofing is required.

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