

Luxembourg, 8 August 2024

Environmental and Social Data Sheet

Overview

Project Name:	<i>CROATIA ROLLING STOCK</i>
Project Number:	<i>2024-0295</i>
Country:	<i>Croatia</i>
Project Description:	The Project concerns acquisition of 6 bimode (diesel-electric), 4 battery and 4 battery-electric multiple units. The new rolling stock will replace existing outdated and technologically obsolete units and will operate on a mix of TEN-T and non-TEN-T routes.
EIA required:	No
Project included in Carbon Footprint Exercise ¹ :	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 six new bi-mode diesel/electric multiple units (DEMUs), four battery multiple units (BMUs) and four battery electric multiple units (BEMUs) to be used on the passenger rail network in Croatia.

Purchase of rolling stock does not fall under 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 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. 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 and operate more energy efficiently than the current vehicles. The new trains will reduce the amount of train services operated by diesel traction by replacing diesel traction with lower emission electric and battery traction.

The less polluting electric and battery technology will, improve the quality of railway services by preventing externalities from other, less sustainable modes of transport or continued use of fossil fuel powered trains. The new trains will be in conformity with the EU Technical Specifications for Interoperability (TSIs) concerning noise and accessibility for persons with reduced mobility.

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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The rolling stock currently providing services on the existing lines, is expected to be scrapped or redeployed for other services across Croatia.

New charging infrastructure for the battery using trains will be built along the alignment of the existing railway infrastructure. The rolling stock will be maintained in one of the existing depots of the promoter. Some of these depots may need some refurbishments to enable maintenance of the new trains. The charging infrastructure and the works in the depots are not financed by this project.

Should there be works requiring environmental impact assessments, the Promoter will be required to provide evidence of conformity of the construction of any associated facilities (e.g. maintenance workshops, depots, charging infrastructure or significant power upgrade including but not limited to operate the depot and/or charging infrastructure) with the requirements of the EIA Directive, Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC).

The Promoter will be required to ensure that any replaced rolling stock is disposed of in conformity with the applicable environmental regulations.

The Project has been assessed by the Bank's services for Paris alignment. The Project is aligned with the Low Carbon goal because it consists of acquisition of mobile assets that meet the 'Significant Contribution' threshold under the EU Taxonomy (Activity 6.1 Passenger interurban Rail Transport),

The Project consists of acquisition of trains with zero direct emission and trains with zero direct emission when operated on a track with necessary infrastructure and use a diesel engine where such infrastructure is not available (bimode).

Therefore, the Project 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.

Conclusions and Recommendations

The acquisition of the new DEMU, BMU and BEMU vehicles is expected to maintain the modal share of passenger rail transport and have positive impact in terms of safety, energy savings, air pollution, noise, CO2 emissions and accessibility of transport.

If the competent authority for environment requires an EIA for the construction or modification of maintenance facilities, charging infrastructure or significant power upgrades to operate the depots and/or the charging facilities for the Project fleet, the Promoter undertakes to provide evidence of conformity of these works with the environmental legislation.

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