

## Environmental and Social Data Sheet

### Overview

Project Name: LITHUANIAN RAILWAYS ROLLING STOCK  
 Project Number: 2011-0447  
 Country: LITHUANIA  
 Project Description: Purchase of approximately 590 new rail freight wagons and 9 passenger trains to be operated in Lithuania, Latvia and in CIS countries.

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: no

(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project does not fall under either Annex I or Annex II of the Environmental Impact Assessment directive 2011/92/EU, not applicable to manufacturing and use of rail rolling stock.

The project is expected to include some positive environmental impact by helping the railways to maintain modal share in key sections of the passenger and freight markets that are most appropriately served by rail. The new freight wagons will improve the noise levels by achieving the requirements of the directive 2011/229/EU. On a passenger x km and on a ton x km basis, rail freight has the potential to generate significant energy savings, emission reductions and safety improvements compared to other transport modes. Rail transport may also improve noise levels on an aggregate basis.

Manufacturing of these wagons and passenger trains is expected to take place in existing plants, predominantly in Eastern Europe. The Promoter requires that the passenger trains be manufactured in accordance with the Technical Specifications for Interoperability (TSI) and applicable EU environmental regulations as transposed in Lithuania regarding noise emissions and safety. Overall, the project complies with relevant EU and national environmental legislation.

### Environmental and Social Assessment

#### Environmental Assessment

The vehicles and freight wagons that are registered in Member States require authorisation from the national railway authorities for starting operations. One of the conditions for granting authorisation is the interoperability of the rolling stock with other components of the rail system. In addition, the second major condition for obtaining authorisation for starting operations is compliance with health and safety standards, environmental protection, technical compatibility with infrastructure.

The passenger trains and freight wagons will fulfill the EU TSI interoperability standards as applicable in the Republic of Lithuania. The design of the new rail wagons has been assessed against the requirements of TSI Noise (2011/229/EU). Concerning this, the maximum levels

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

of noise for rolling stock for railways have been established by the Commission. According to these, the established limits should be applied both to new and renewed rolling stock including freight wagons. Within this context, all freight wagons purchased within the Project will be equipped with low-noise brake blocks (such as composite brake blocks) reducing the noise by about 50% in comparison with traditional wagons.

With respect to the transport of dangerous (hazardous) goods, this is highly regulated through Directive 96/49/EC of July 23 1996 as amended, which applies to transport by rail. The Promoter complies with all these regulations since all tank wagons will be manufactured and equipped in accordance with the international law on the transportation of dangerous goods (RID).

The Promoter decommissions the wagons to be scrapped according to its standard scrapping and sale of wagons procedure, ensuring a consistent handling of scrapping and sale of wagons in line with their technical conditions, safeguarding the operating safety and optimising the fleet structure. Usually, it needs to outsource this activity to a registered company that will be in charge of vehicle scrapping according to national Lithuanian legislation.

### **EIB Carbon Footprint Exercise**

The project predominantly involves replacing assets nearing obsolescence with new assets, rather than the provision of additional rail capacities. The increased comfort and attractiveness of the new passenger trainsets is hoped to stem the long term trend of declining passenger numbers and may temporarily increase ridership, but the competitive situation vis-a-vis car travel will not change significantly. Therefore, modal shift effects in favour of rail have not been considered. The measurable CO<sub>2</sub> impact of the project has thus been limited to the fuel efficiency gains of the EMU/DMU compared to locomotive hauled trains. With a planned annual offer of 860,000 train km and a fuel saving equivalent to 1 litre/train km, the overall CO<sub>2</sub> reduction amounts to 3 kt of CO<sub>2</sub> p.a. There is no similar savings effect for the new freight vehicles. The project is therefore not included in the carbon footprint exercise.