

Environmental and Social Data Sheet

Overview

Project Name:	FRENCH REGIONAL TRAINS
Project Number:	2013-0208
Country:	France
Project Description:	The investment programme consists of the purchase of rolling stock by French Regions for use on their regional rail networks. It is foreseen that the combined number of train sets for the different Régions will be of the order of 300
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

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

The programme loan consists of the acquisition of new rolling stock for different French regions. The trainsets will be Electric Multiple Units, EMUs or bi-mode (electric and diesel) Multiple Units, to be used for regional rail services in known as TER, *Transport Express Régional*.

The purchase of rolling stock is not part of a programme in the sense of the so-called SEA Directive, 2001/42/EC, which deals with the assessment of the effects of certain plans and programmes on the environment. Furthermore, the project does not fall within either Annex I or Annex II of the EU Environmental Impact Assessment Directive 2011/92/EU and is therefore not subject to an EIA.

The new trainsets will comply with applicable Technical Specifications for Interoperability, including those for noise. The enhancement, thanks to the new rolling stock, of the fleets serving the different regions will enable the disposal of older rolling stock with higher CO₂ and noise emission levels. The scrapping of older rolling stock will be carried out in compliance with legal/environmental requirements, particularly those relating to asbestos removal where applicable.

Specific environmental assessment due diligence will be carried out in the context of the projects to be financed with each of the different French *Régions* seeking EIB finance. Where necessary, environmental related conditions will be defined in the Finance Contracts to be signed with the *Régions*.

Environmental and Social Assessment

Environmental Assessment

The environmental impact will differ among different situations and locations, depending for example on whether it will simply replace older stock on existing TER services or whether it will be used for reinforcing existing services. In the first case, the environmental impact is expected to be positive. In the latter, case, any negative impacts are likely to be mitigated by

¹ 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 CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

the improved environmental characteristics of the new rolling stock, which are summarised below.

The new rolling stock to be financed will be more energy efficient, will have lower associated CO₂ emission levels and lower noise emissions too. When working in diesel mode, the *Régionalis* trains to be financed will comply with UIC 2c standards for atmospheric emissions – this will represent an improvement in comparison with existing rolling stock.

In the case of some French *Régions*, the introduction of the new rolling stock will be associated to the adaptation of the facilities used for the maintenance of the TER rolling stock, or even the construction of new facilities. This programme loan will not be used to finance maintenance facilities, but the environmental due diligence to be carried out in the context of the operations with each region will include any related environmental aspects, particularly any potential issues of biodiversity or EIA requirements. If/where necessary, disbursement conditions will be defined in the context of the operations with the different *Régions*.

EIB Carbon Footprint Exercise

The carbon footprint estimation will be carried out in the context of the projects to be financed with each region. At that stage, it will be possible to obtain comparatively more precise estimations of CO₂ emission impacts.