

## Environmental and Social Data Sheet

### Overview

Project Name: FERROVIE NORD ROLLING STOCK  
 Project Number: 2013-0524  
 Country: Italy  
 Project Description: The project consists of the acquisition of 12 single deck 6-car electrical multiple units (EMU) and 5 single deck 4-car diesel multiple units (DMU) for the replacement of obsolete rolling stock operating on regional railway services.

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 Annex I or Annex II of Directive 2011/92/EU (the Environmental Impact Assessment Directive), which is not applicable to manufacturing of rail rolling stock. Therefore, no Environmental Impact Assessment is required for the project.

The project is expected to prevent a shift from rail to road transport, which is expected to happen if the project is not implemented. By comparison with the “without project” scenario, the project is expected to have positive environmental impact in terms of energy savings, air pollution, noise and CO<sub>2</sub> emission.

### Environmental and Social Assessment

#### Environmental Assessment

The project consists of replacement of obsolete rolling stock. The contracts for the purchase of the new rolling stock have already been placed. Regarding the environmental performance, the requirements specified in the contract include, among other, conformity of the diesel engines with Euro IIIB category (which will result in lower toxic gases emissions) and conformity of the rolling stock with the Noise TSI (which will result in lower noise emissions). Even though, the new rolling stock is more efficient, it has at the same time higher performance characteristics (maximum speed and acceleration) and more auxiliary services (e.g. air conditioning, on-board command control and signalling systems, passenger information displays, sealed chemical toilets, etc.). As result of this the energy consumption of the rolling stock will increase. However, by comparison with the “without project” scenario, which would result in a shift towards road traffic, the project is expected to bring some energy savings.

The old rolling stock to be replaced does not correspond to current passengers expectations of performance and comfort and is a deterrent for those who would potentially switch from private car to rail. The benefit of the operation consists in maintaining the attractiveness of the regional railway service and contributing to prevent a modal shift towards the road transport. In the absence of such investments, the rail service quality would deteriorate and encourage the use of private cars with the associated negative impacts in terms of energy consumption and associated emissions. Hence, it is expected that the project has positive environmental impact in terms of energy savings, air pollution, noise and CO<sub>2</sub> emissions.

The new rolling stock will meet the requirements of Decision 2006/66/EC (Rolling stock. Noise), so the noise emissions of the railways themselves are expected to be lower.

The new rolling stock will be maintained in existing workshops. The project does not require the construction of a new depot.

The replaced old rolling stock will be scrapped by companies specifically authorised for this activity.

<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.