

Environmental and Social Data Sheet

Overview

Project Name:	ROLLING STOCK FOR SUBURBAN TRANSPORT (TRAINS)
Project Number:	2014-0120
Country:	Slovakia
Project Description:	The project is a major allocation under the structured programme loan "NDP FRAMEWORK LOAN II (2006-0030)" and concerns the acquisition of 9 Electric Multiple Units (EMU) and 20 Diesel Multiple Units (DMU) for Železnica spoločnosť Slovensko (ZSSK).
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 project does not fall under either Annex I or Annex II of the Environmental Impact Assessment Directive 2011/92/EU, which is not applicable to manufacturing and use of rail rolling stock.

The new rolling stock will mainly replace older obsolete units. The new rolling stock will conform to modern environmental standards. The new trains have the potential to generate significant energy savings, emission reductions and safety improvements compared to the old fleet. Rail transport may also improve noise levels on an aggregate basis. Therefore, the project is expected to include some positive environmental impacts by helping the railways to maintain the attractiveness of regional passenger railway services. Without it rail service quality would degrade with a consequent modal shift towards private car use.

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

The project is acceptable from an environmental perspective.

Environmental and Social Assessment

Environmental Assessment

The project falls under the Operational Programme Transport 2007-2013 which has undergone a Strategic Environmental Assessment (SEA).

The project concerns the acquisition of 9 Electric Multiple Units (EMU) and 20 Diesel Multiple Units (DMU). Hence the project does not fall under Annex I or II of Directive 2011/92/EU.

Although, given the nature of the project, a biodiversity assessment was not required the Competent Authority issued an opinion on 18 December 2012, stating that the implementation of the rolling stock project will have no significant effect on Natura 2000 sites. The effect of the operation of the rolling stock acquired on these sites will be neutral or rather positive.

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 trains will fulfil the EU TSI interoperability standards and the design has been assessed against the requirements of Directive 2008/57/EC on the interoperability of the rail system within the Community. Concerning this, the maximum levels of noise for rolling stock for railways have been established by the Commission. According to these, the established limits should be applied to the new rolling stock.

The passenger compartments will have dedicated spaces for baby carriages, wheelchairs and bicycles. The trains, when combined with low platforms, ensure accessibility to persons with reduced mobility (TSI PRM).

The vehicles that are registered in Member States require authorisation from the national railway authorities before starting operations. One of the conditions for granting authorisation is compliance with health and safety standards, environmental protection and technical compatibility with infrastructure.

The new rolling stock will enhance comfort and safety. As such, the project's direct impacts are likely to be neutral or positive. The indirect impacts are likely to be positive by providing a viable and more environmentally friendly alternative to road transport. A positive impact is expected especially in the reduction of noise; emissions of pollutants into the air; vibration as well as reducing the risk of contamination to surface water, groundwater and soil. On a train km basis, the new units will consume less energy than the trains being replaced. The service pattern is expected to remain broadly the same as delivered by the old units.

The promoter plans to scrap the existing trains according to its standard scrapping and sale of train procedure, ensuring a consistent handling of scrapping and sale of vehicles in line with their technical conditions, safeguarding the operating safety and optimising the fleet structure. The vehicles will be separated into their constituent parts and handed over to authorised entities dealing with recycling and recovery of waste type/disposal of waste according to national Slovakian legislation.

The project involves replacing near obsolescent assets, rather than the provision of additional rail capacity. The increased comfort and attractiveness of the new passenger train sets aims to stem the long term trend of declining passenger numbers and may temporarily increase ridership in Bratislava and Kosice and their vicinity. This creates the conditions for better regional coverage of the public transport service in the whole area.