

Environmental and Social Data Sheet

Overview

Project Name:	GYSEV MODERNISATION
Project Number:	20140179
Country:	HUNGARY
Project Description:	The project concerns the acquisition of new rolling stock, together with some safety infrastructure improvements to provide higher quality public service.
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 the manufacturing and use of rail rolling stock as well as safety infrastructure improvements.

The new rolling stock will mainly replace older obsolete units and will conform to modern environmental standards. The new trains and locomotives have the potential to generate significant energy savings, emission reductions and safety improvements compared to the older 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 locomotives and passenger trains is expected to take place in existing plants. The Promoter requires that the rolling stock be manufactured in accordance with the Technical Specifications for Interoperability (TSI) and applicable EU environmental regulations, as transposed in Hungary, 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 concerns the acquisition of 9 locomotives and 5 Electric Multiple Units (EMU) together with various safety infrastructure improvements. The project does therefore not fall under Annex I or II of Directive 2011/92/EU.

In addition, the implementation of this rolling stock project will have no significant effect on Natura 2000 sites. The effect of the operation of the rolling stock acquired on such 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 locomotives and the EMUs 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 European Commission. According to these, the established limits should be applied to the new rolling stock.

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

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.

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 vehicle-km basis, the new units will consume less energy than the locomotives and the trains being replaced. The train service pattern is expected to remain broadly the same as delivered by the old units.

The promoter plans to scrap the existing passenger trains according to its standard scrapping and sale of train procedures, 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 Hungarian legislation.

One of the key areas of transport policy of the European Union is traffic safety. In the 2011 White Paper of the European Commission, enhancing traffic safety remains one of the priority objectives. In July 2010, the Commission adopted a programme for the period 2011–2020 that aims to reduce the death toll of accidents by a further 50%. The project will reduce the number of accidents at level crossings, creating better visibility conditions and install barriers that impose a mechanical obstacle for road vehicles, which are common solutions according to the adopted programme.

In particular, the upgrade of level crossings with state-of-the-art signalling technology and design standards will prevent accidents, which would not only prevent deaths and injuries but also affect rail and road traffic and cause time losses.