

Environmental and Social Data Sheet

Overview

Project Name:	Rail Rolling Stock
Project Number:	2011-0397
Country:	Republic of Slovakia
Project Description:	<p>The project refers to investments in passenger rail rolling stock to be deployed on the main sub urban and inter urban links in Slovakia and includes:</p> <ul style="list-style-type: none"> ○ The purchase of 2 multi-system locomotives MPUs. ○ The refurbishment of 10 existing locomotives MPUs. ○ The purchase of 32 new train sets with 160 to 290 seats.
EIA required:	No
Carbon footprint exceed threshold:	No

Key Environmental and Social Issues

The purchase of rolling stock does not fall under either Annex I or II of the Environmental Impact Assessment (EIA) Directive 85/337/EEC, as amended; so an EIA is not required.

The new and upgraded rolling will be used to replace old equipment which is operating close to or beyond its technical life and will be used in very similar services. Therefore, no additional negative impacts are expected when comparing to the without project case.

New rolling stock will conform to modern environmental standards. These include reduced noise and pollution, increased energy efficiency and restrictions on the use of some materials. The trainsets will also comply with all the European Technical Standards for Interoperability (TSI) including those for noise emissions and access for persons with reduced mobility.

The promoter will implement an environmental waste management plan for the scrapping of units replaced by the project, fully compliant with local regulations.

The manufacturing of the rolling stock is expected to take place in existing plants within the EU, in accordance with International Union of Railways (UIC)/national specifications and applicable environmental, labour, health and safety regulations.

Overall, the Project will have a positive environmental impact.

Environmental and Social Assessment

The new rolling stock will replace part of the existing fleet, in which all coaches and 57% of the Motive power units are over 25 years old.

The new trains have better overall energy efficiency, due to more efficient motors using AC instead of DC. Also, the new trains will have regenerative brakes, which allow the train to produce energy when braking and to deliver it back to the power supply system, where it can be then used by other trains on the same line. New trainsets will also have a higher seating capacity and lighter weigh, which together are expected to result in energy savings per available seat. The new rolling stock will on average reduce diesel consumption by 7.8% and energy consumption by 5% (taking into account that the new coaches will have higher energy consumption due to air conditioning and heating).

Older units will either be scrapped or, if possible, refurbished and sold in the second hand market or disposed of through a scrapping programme maximising recycling possibilities and making sure that dangerous items are properly treated.

EIB Carbon Footprint Exercise

The project is not included in the EIB Carbon Footprint exercise. The EIB Carbon Footprint exercise currently only includes emissions from Direct Investment Loans or large allocations under Framework Loans above the methodology thresholds.