

## Environmental and Social Data Sheet

### Overview

Project Name:	REGIONAL ROLLING STOCK MALAB	
Project Number:	20150009	
Country:	Sweden	
Project Description:	The project consists of the purchase of new train-sets to provide passenger services in the Stockholm-Mälaren Region.	
EIA required:	No	
Project included in Carbon Footprint Exercise <sup>1</sup> :	No	

### 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 promote an increase in the use of public transport, and as such prevent an increase in road transport, which is expected to happen if the project is not implemented. In addition, the new rolling stock is expected to be more energy efficient and have lower level of noise emissions, compared to existing older electrical trainsets. By comparison with the “without project” scenario, as well as, with the current situation, the project is expected to have positive environmental impact in terms of energy savings, air pollution, noise and CO<sub>2</sub> emissions.

The new rolling stock will be in conformity with the requirements for accessibility for persons with reduced mobility.

The Borrower undertakes to lease a depot to maintain the trains and shall ensure that such depot is constructed and operated in compliance with Environmental Law, requisite Environmental Approvals for the Project are obtained and maintained; and any such Environmental Approvals are complied with.

Considering the above, the project is acceptable from an environmental perspective.

### Environmental and Social Assessment

The project consists of the purchase of 33 electrical trainsets for replacement of the existing life-expired trainsets for regional and local railway services in Mälardalen region around the city of Stockholm, as well for expansion of the services.

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 main benefit of the operation consists in improving the attractiveness of the 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.

<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.

In addition, the new rolling stock will be equipped with the state-of-the-art technology and the operation of the new trains is expected to be more energy efficient compared to operation of the existing trains which to a large degree are older locomotives and cars. However, the new trains are to be fitted with additional energy consuming installations such as airconditioning, wifi, information displays and CCTVs. Thus only minor energy savings are to be expected.

The new rolling stock will meet the requirements concerning the noise emissions by the rolling stock, so the noise emissions of the railways themselves are expected to be lower.

It is expected that the new trains will be maintained in a depot in Eskilstuna, which will be constructed on the existing railway yard, replacing existing railway buildings. Project preparation is still ongoing and during the appraisal the exact location and size of the depot was not yet determined. Environmental studies into the soil and ground water were ongoing. The depot will not be financed by the EIB.

The replaced old rolling stock will be scrapped by entities specifically certified for this activity. The present train operating company, which is the national railway operator, will be responsible for these activities.