

Environmental and Social Data Sheet

Overview

Project Name:	PROGRAMME FRENCH REGIONAL TRAINS II
Project Number:	2015-0048
Country:	France
Project Description:	The investment programme consists of the purchase of rolling stock by French <i>Régions</i> for use on their regional rail networks. It is foreseen that the combined number of trainsets for the different <i>Régions</i> will be in the range of 150-200 units.
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 programme loan consists of the acquisition of new rolling stock for different French *Régions*. The trainsets will be Electric Multiple Units (EMUs) or bi-mode (electric and diesel) Multiple Units, to be used for regional rail services in France, known as *Transport Express Régional (TER)*.

The purchase of rolling stock is not part of a programme in the sense of Directive 2001/42/EC (the Strategic Environmental Assessment Directive), which deals with the assessment of the effects of certain plans and programmes on the environment. Furthermore, the project does not fall within either Annex I or Annex II of Directive 2011/92/EU (the Environmental Impact Assessment (EIA) Directive) and is therefore not subject to an EIA.

The new trainsets will comply with applicable Technical Specifications for Interoperability, including those for noise and accessibility for persons with reduced mobility. The putting in service of the new rolling stock will enable the disposal of older rolling stock, which has higher CO₂, pollution and noise emission levels and presents accessibility problems. The scrapping of older rolling stock will be carried out in compliance with legal environmental requirements, particularly those relating to asbestos removal where applicable.

Specific environmental assessment due diligence will be carried out in the context of the projects to be financed with each of the different French *Régions* seeking EIB finance. Where necessary, environmental related conditions will be defined in the Finance Contracts to be signed with the *Régions*.

Environmental and Social Assessment

Environmental Assessment

The environmental impact will differ among different situations and locations, depending for example on whether the new trainsets will simply replace older stock on existing TER services or whether it will be used for increasing the offer. In the first case, the environmental impact is expected to be positive. In the latter case, any negative impacts are likely to be mitigated by the improved environmental characteristics of the new rolling stock.

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 new rolling stock to be financed will be more energy efficient and therefore will have lower associated CO₂ emission levels and lower noise emissions. When working in diesel mode, the bi-mode trains to be financed will comply with Euro IIIB standards for atmospheric emissions – this will represent an improvement in comparison with the existing rolling stock.

In addition, the new bi-mode rolling stock when used on electrified lines will be operated in electric mode, what is not possible to do with the current diesel stock. This will further reduce the CO₂, noise and pollutants emissions.

In some cases, the introduction of the new rolling stock will be associated to the adaptation of the existing rolling stock maintenance facilities, or even the construction of new facilities. This programme loan will not be used to finance maintenance facilities, but the environmental due diligence to be carried out in the context of the operations with each *Région* will include the related environmental aspects, particularly any potential issues of biodiversity or EIA requirements. Where necessary, disbursement conditions will be defined in the context of the specific operations with the different *Régions*.

EIB Carbon Footprint Exercise

The carbon footprint estimation will be carried out in the context of the projects to be financed with each region. At that stage, it will be possible to obtain more precise estimations of CO₂ emission impacts.