Luxembourg, 24 April 2012

Environmental and Social Data Sheet

Overview

Project Name:	*CROSSRAIL ROLLING STOCK*
Project Number:	*2011-0244*
Country:	*United Kingdom*
Project Description:	*The project, to be procured under a PPP arrangement, is part of the overall London Crossrail project, and consists of the manufacture and maintenance of approximately 60 new trains to be used for the Crossrail services. The project includes also the construction and operation of the depot for the new fleet, foreseen in the brownfield location of Old Oak Common. The London Crossrail Project is a main project in London, consisting of an East-West urban rail link connecting central London with some of its main outskirts and with TEN-T nodes of Heathrow Airport and the main railway stations of Stratford International for high speed and Paddington.*

EIA required:	Rolling stock component – NO Depot – YES (included in the overall London Crossrail's EIA)
Project included in Carbon Footprint Exercise[1]:	NO (details in the Carbon Footprint section)

(Details are provided in section: "Carbon Footprint")

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The construction of the new train sets will take place in the manufacturer's plants and does not fall within the scope of Directive 85/337/EEC (as amended); the same goes for the implementation phase, therefore no EIA is required for this component. The depot falls under Annex II of the same Directive, and was part of the EIA process carried out for the overall London Crossrail Project, which underwent a full EIA procedure (ref. operation n. 2008-0288 approved with CA Decision CA/428/09/421, signed in Sept. 2009). The project is not expected to have any major adverse impact during construction, neither on any Natura 2000 site, as confirmed by the declaration received by the Competent Authority. The new depot will be constructed at a brownfield site of approximately 14 hectares of former railway depot land at Old Oak Common; some issues may therefore arise concerning the potential existence of contaminated ground, for which relevant good site practice measures will be adopted including specific actions for handling, treatment and ongoing management of contaminated soil and groundwater, thus minimising actual residual risks. Depot development was consistent with Crossrail sustainability strategy, and its design has taken into account on the one side aspects of service efficiency and effectiveness of operation and maintenance, and on the other hand a minimization of impacts during its entire life cycle, including high energy efficiency, with more than 20% of energy usage from renewable sources. Overall, it is expected that the Project will have a significant positive impact on the city's overall transport conditions and on the quality of the urban environment, preventing use of private cars, and therefore decreasing traffic-related emissions of greenhouse gases. This positive impact will be enhanced by the use of state-of-the-art rolling stock, with more environmentally friendly materials and better energetic performances, such as regenerative braking. Rolling stock for the project shall in some parts replace the fleet for some existing services in the Crossrail corridor, therefore reception of information on existing rolling stock being replaced will be a project undertaking if not adequately cleared during 2nd stage due diligence.

[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.

EIB Carbon Footprint Exercise

The project was already assessed within the scope of the overall London Crossrail Project (ref. operation n. 2008-0288 approved with CA Decision CA/428/09/421, signed in Sept. 2009), and reported within the EIB 2009 Carbon Footprint Pilot. Within that context, from the calculations made with standard methodology, it has been estimated that the net overall reduction permitted by the project, considering both its benefits and the emissions related to the production of energy for Crossrail's operations, is in the range of 20 000 tons per year.

Environmental and Social Assessment

Environmental Impact and Mitigation

The adverse impacts which are expected are those related to the works for the construction of the new depot at Old Oak Common, such as disturbance and traffic during construction, construction pollution, noise and vibrations, etc. These are not deemed to be relevant as the area where the new depot is located is a former railway depot land, mainly with an industrial characterization, e.g. with relevant pre-existing levels of pollution (including acoustic). In any case construction best practice and optimal organization of works will be adopted, including appropriate working hours, in order to minimize possible residual impacts. The project will mainly affect non-vegetated areas, although there will be loss of some of the species-rich railway ballast vegetation in Old Oak Common depot. This is considered to be not significant. Direct impacts on more mature semi-rural grassland and scrub around the edges of the depot are not anticipated. In the event that components of the local fauna (such as slow worms or other reptiles) are found during surveys on site prior to commencing works, it will be necessary to relocate these animals to an alternative site before works commence, as they are statutorily protected against killing. In this way potential impacts on reptile communities will be mitigated. There may be as well temporary disturbance to wildlife in Old Oak Common sidings, Birch Wood SBI and Grand Union Canal SMI. However, with implementation of good site practice measures as established in the EIA, no significant impacts on ecology will occur.
The only main potential issues related from project construction derive from the presence of possibly contaminated land in the depot area. Significant ground-breaking will be required during the construction works at Old Oak Common depot. The depot has been identified as having a medium potential for contamination owing to the area's railway use for about 85 years. This historical contamination is likely to have left a legacy of both organic and inorganic substances that may have impinged on soil and/or groundwater quality. Contamination will present a risk to people working on the site, as well as to the Grand Union Canal. However, with the application of measures, as set out in the EIA, relating to the handling, treatment and ongoing management of contaminated soil and groundwater, no significant impacts are expected during the construction phase or in the long term.

Social Assessment, where applicable

The Project underwent an extensive public consultation and stakeholders engagement process, both for the EIA process and during the process to reach approval at Parliament level ("Crossrail Act"). No relevant adverse social impact is forecast, while on the other side the Project should receive a strong support at different levels of society, as it increases public transport accessibility in the GLA, thus bringing economic, social and environmental benefits to the entire population.