

## Environmental and Social Data Sheet

### Overview

Project Name: CITYJET REGIONAL ROLLING STOCK  
 Project Number: 2016 0392  
 Country: Austria  
 Project Description: The scope of the project entails the purchase of electric trains (EMUs) to be used for regional passenger railway services in Austria. The promoter is ÖBB-PV (Österreichische Bundesbahnen-Personenverkehr AG). The EIB will finance new rolling stock, in total about 260 "Cityjet" trainsets.

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

### Environmental and Social Assessment

The project consists of the acquisition of new rolling stock for replacement of the existing rolling stock for passenger services over the Austrian rail network and an increase of capacity of the railway services.

The manufacturing of rail rolling stock does not fall under Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive (2011/92/EU). Therefore, no EIA is required for the project.

The old rolling stock to be replaced does not comply with requirements of ÖBB to accommodate persons with disabilities and persons with reduced mobility and performance and comfort for all passengers could be improved. The main benefit of the operation consists in maintaining and improving the attractiveness of the railway service, contributing, at least, to prevent a modal shift towards road transport and, potentially, to some modal shift from road to rail. 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 noise, energy consumption and associated emissions.

Important reason to implement the project is to increase the accessibility of train services for people with reduced mobility. On each line there should be train services that allow people with reduced mobility to access the train services without help.

In addition, the new rolling stock will be equipped with state-of-art technology and is expected to be more energy efficient than the existing one; despite higher performance of the new rolling stock. The energy consumption is not expected to increase and may be even reduced on seat\*km basis. The new rolling stock will meet the requirements concerning the noise emissions, and the noise emissions are expected to be lower. Furthermore the new vehicles have reduced heat conductivity.

<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.

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The Promoter produces and purchases energy. In 2015 the energy to power the trains came for 90% of hydraulic energy, 2% from other renewable resources and 8% from natural gas.

The trains will be compliant with the technical specifications interoperability (TSI) including the ones that relate to noise and accessibility for persons with disabilities and persons with reduced mobility (also referred to as the PRM TSI - Persons with reduced mobility).

## Conclusions and Recommendations

The project does not fall in the scope of the EIA Directive, which is not applicable to manufacturing of rail rolling stock. Therefore, no EIA is required for the project.

The project is expected to prevent a shift from rail to 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. 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 CO2 emissions.

The new rolling stock will improve the accessibility of the rail services for persons with disabilities and persons with reduced mobility.

The project is acceptable from an environmental and social perspective.