

## Environmental and Social Data Sheet

### Overview

Project Name: NS RAIL ROLLING STOCK 2-INTERCITY NEW GENERATION  
Project Number: 2017-0503  
Country: The Netherlands  
Project Description: Acquisition of 79 Electric Multiple Units (EMUs) and associated equipment for services over the Dutch rail network

EIA required: no

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

### Environmental and Social Assessment

#### Environmental Assessment

The project consists of the acquisition of 79 Electric Multiple Units (EMUs) and associated equipment for NS passenger services over the Dutch rail network. These so-called “InterCity Next Generation (ICNG)” trains will be used to provide domestic intercity services on the high speed rail between Amsterdam, Rotterdam and Breda and on the conventional railway network between the main Dutch cities.

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 rolling stock will replace existing rolling stock that will be at the end of their economic life or that does not correspond to current passenger expectations of performance and comfort. The main benefit of the operation consists in maintaining 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.

This acquisition fits within NS sustainability goals. It is the outcome of a procurement process that included sustainability such as rolling stock recyclability as part of the requirements. It is expected that up to 95% of the materials of these new trains can be recycled.

The new rolling stock will be equipped with the proven technology in terms of energy efficiency. For instance, the trains are equipped with heat pump, LED lighting and an intelligent light system. The new rolling stock will also be in conformity with the requirements for accessibility for persons with reduced mobility.

Furthermore, as from 2017, 100% of NS electric trains in the Netherlands will be running on green electricity supplied by sustainable power generation. Rail journeys on the newly acquired trains will be thus climate neutral.

<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.

Luxembourg, 20 November 2017

The new rolling stock is expected to be maintained in existing facilities of the NS. The promoter has all relevant environmental consents for the operation of its depots and implemented required environmental protection measures, such as for waste treatment and noise abatement. No new depot areas have to be constructed specifically for the ICNG trains.

The replaced old rolling stock will be either be used as back up, scrapped or sold on the second hand market. If the final decision is to scrap the old rolling stock, this will be done by entities specifically certified for the corresponding activities.

## Conclusions and Recommendations

The purchase of rolling stock does not fall under either Annex I or II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU, as amended; so an EIA is not required. The main environmental benefit of the operation consists in maintaining the attractiveness of the railway services, preventing a shift towards road transport. In the absence of the investment, the rail service quality would deteriorate and encourage the use of private cars with the associated negative impacts in terms of noise, energy consumption, emission of pollutants and transport safety.

The project is acceptable for Bank financing from an environmental point of view.