

Environmental and Social Data Sheet

Overview

Project Name:	FNM NEW REGIONAL ROLLING STOCK
Project Number:	2017-0464
Country:	Italy
Project Description:	Acquisition of 10 new trainsets for operation of regional services in Lombardy (Italy) and cross-border regional services between Lombardy and Ticino (Switzerland).
EIA required:	No
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The project consists of the acquisition of 10 electric multiple units, 5 units for regional passenger services in the Lombardy Region (Italy) and 5 units for cross-border services between Lombardy and the Canton of Ticino (Switzerland).

Manufacturing of rail rolling stock does not fall under Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the project.

The 5 units for services in Lombardy will replace old rolling stock, which is in the end of its economic life, does not correspond to current passenger expectations of performance and comfort and is a deterrent for those who would potentially switch from private car to rail. The project is expected to increase the attractiveness of rail services comparing with the current situation. In addition, in the absence of such investments, the existing rail service quality would further deteriorate and encourage the use of private cars.

The 5 units for Lombardy-Ticino cross-border services are intended to replace existing rolling stock that will be redeployed to other lines and also add capacity to the existing fleet, in order to meet an expected increase in demand. The demand for these services is forecast to grow following the completion of the ongoing major improvements of infrastructure in both Lombardy and Ticino with the corresponding opening of new routes and shortening of travel times on the existing ones. This additional demand will in part correspond to modal shift from the road transport.

The new rolling stock will be equipped with state-of-the-art technology in terms of energy efficiency. It will also be in conformity with the EU Technical Specifications for Interoperability concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The new rolling stock will be maintained in existing depots.

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.



Luxembourg, 12 December 2017

The replaced rolling stock will be scrapped by companies specifically authorised for this activity.

Conclusions and Recommendations

The project is expected to increase the modal share of rail, in particular by comparison with the “without project” scenario, in which the quality of rail services would deteriorate. The project is expected to have positive environmental impact in terms of safety, energy savings, air pollution, noise and CO2 emissions.

The project is acceptable for EIB financing from an environmental and social perspective.