

Environmental and Social Data Sheet

Overview

Project Name:	TRENITALIA REGIONAL ROLLING STOCK EMILIA ROMAGNA
Project Number:	20170598
Country:	Italy
Project Description:	The project consists of the acquisition by Trenitalia of 86 new trainsets for providing regional train services in Emilia Romagna.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project consists of acquisition of 86 electric multiple units for regional passenger services in the Emilia Romagna Region (Italy).

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 new vehicles will replace old rolling stock, which is mostly at the end of its economic life, does not correspond to current passenger expectations of performance and comfort and is a deterrent for car drivers that consider switching 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 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 an existing depot in Bologna, which is being modernised. The modernisation will include rearrangement of the tracks, an extension of a building and a train washing installation; the works will be within the existing railway site with no additional land take. The permitting procedure has not been completed yet. Because of the nature of the works and the location of the depot, no significant impact on environment is expected and the works are out the scope of the EIA Directive. The modernisation of the depot is not in the scope of the project financed by the Bank.

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, 1 December 2017

The replaced rolling stock will be redeployed or 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 Promoter shall undertake to provide evidence of conformity of the depot modernisation works with the environmental legislation.

Under conditions above, the project is acceptable for EIB financing from an environmental and social perspective.