

Environmental and Social Data Sheet

Overview

Project Name:	FERROVIENORD REGIONE LOMBARDIA NEW ROLLING STOCK
Project Number:	2017-0837
Country:	Italy
Project Description:	Acquisition of 161 new trainsets for the replacement of obsolete rolling stock for suburban and regional services in the Lombardy Region.
EIA required:	No
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

The project consists of the acquisition of 131 electric multiple units and 30 diesel multiple units for suburban and regional passenger services in the Lombardy Region (Italy), some units may also render services between Lombardy and the neighbouring Italian Regions.

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 trainsets 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 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 diesel units will be in conformity with the latest requirements concerning emissions of gaseous and particulate pollutants from internal combustion engines of non-road mobile machinery.

The new rolling stock will be maintained in existing depots.

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.

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.