

Environmental and Social Data Sheet

Overview

Project Name:	SOUTH-MORAVIA REGIONAL ROLLING STOCK		
Project Number:	2018-0572		
Country:	Czech Republic		
Project Description:	The project consists of acquisition of 37 new passenger trainsets by the South-Moravia region.		
EIA required:	No		
Project included in Carbon Footprint Exercise ¹ :	Yes		

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

Environmental and Social Assessment

Environmental Assessment

The project consists of the acquisition of 37 electric multiple units for suburban and regional passenger services in the South Moravia Region (Czech Republic); some units may also render services between South Moravia and the neighbouring Czech 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 at the end of or beyond 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. Some of the vehicles that will be replaced are diesel traction rolling stock that because of lack of electrical rolling stock are used on electrified lines. 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 arrangements for the maintenance of the new rolling stock are to be defined by the supplier, who will also provide full service maintenance. In the case of construction of new depots or modification of existing depots, the supplier will follow the relevant environmental approval procedures.

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 20,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

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The replaced rolling stock will be redeployed on other lines or scrapped by companies specifically authorised for this activity.

EIB Carbon Footprint Exercise

The project is included on the following basis:

Estimated annual greenhouse gas emissions from the use of the project in a typical year of operation over a 30-year operating assessment period:

- Forecast absolute (gross) emissions are about 42,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are about 10,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the new electrical rolling stock operating on S2 and S3 lines of South Moravia Region rail network.
- In the baseline case: the existing electrical and diesel rolling stock operating on the same lines.

The forecasts in the baseline and absolute cases are based on project specific assumptions about electrical energy consumption and fuel efficiency of rail operations.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

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, accessibility of transport, energy savings, air pollution, noise and CO₂ emissions.

If new depots are constructed or existing depots are modified for maintenance of rolling stock acquired in this project, the Promoter shall be required, prior to the commencement of the works, to submit to the Bank evidence of conformity with the EIA Directive (as applicable, the corresponding EIA report(s) and the environmental consent(s) issued by the Competent Authority or evidence that no EIA is required), as well as declaration issued by the Competent Authority concerning absence of impact on Natura 2000 sites. The documents shall be to the satisfaction of the EIB.

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