

Environmental and Social Data Sheet

Overview

Project Name: DSB NEW TRAINS
Project Number: 2018-0089
Country: Denmark
Project Description: The project concerns the acquisition of 100 trainsets for operation on the Danish railway network to replace existing, age expiring trains.

EIA required: No
Project included in Carbon Footprint Exercise¹: 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 100 electric multiple units.

Purchase of rail rolling stock is not regulated by 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 electric rolling stock will be used for intercity services in Denmark. It will replace old diesel vehicles that are at the end of their economic life, do not meet the current passengers expectations of performance and comfort and are a deterrent for those who would potentially switch from private car to rail. 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 be in conformity with the relevant requirements concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The maintenance of the new rolling stock will be carried out in a new depot in Godsbanegaarden (Copenhagen) and in an existing one in Fredericia that will be modernised. The works for both depots will be subject to Environmental Impact Assessment (EIA) and issue of environmental consents by the competent authority. There are no Natura 2000 sites in the vicinity of the depot sites. Likelihood of any potential impacts on such sites will be analysed within the framework of the EIA. The construction of the depots is not part of the EIB financed project.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

Luxembourg, 13th December 2019

The replaced rolling stock will be 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 94,000 tonnes of CO₂ equivalent; and
- Forecast emissions savings are about 63,000 tonnes of CO₂ equivalent.

The project assessment boundaries are:

- In the absolute case: the new electric rolling stock operating on the Danish rail network.
- In the baseline case: the existing 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 and diesel fuel consumption 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 prevent modal shift from rail to road. By comparison with the “without project” scenario, in which the quality of rail services would deteriorate, it will thus result in a higher modal share of rail. The project is expected to have positive environmental impact in terms of safety, accessibility of transport, energy savings, air pollution, noise and CO₂ emissions.

The Promoter shall undertake to submit evidence of compliance of the construction of the Godsbanegaarden (Copenhagen) depot and of the modernisation of the Fredericia depot with the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU) and Habitats Directive (Directive 92/43/EEC).

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