Luxembourg, 17 November 2015

# Environmental and Social Data Sheet

## Overview

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| Project Name: | Trenitalia Regional Rolling Stock |
| Project Number: | 2015-0364 |
| Country: | Italy |
| Project Description: | The project consists of the acquisition of 49 new trainsets and 250 new coaches that will be purchased by Trenitalia to provide regional train services in different Italian regions. |

EIA required: No

Project included in Carbon Footprint Exercise[1]: No

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

## Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project does not fall under Annex I or Annex II of Directive 2011/92/EU (the Environmental Impact Assessment Directive), which is not applicable to manufacturing of rail rolling stock. Therefore, no Environmental Impact Assessment is required for the project.

The project is expected to prevent a shift from rail to road transport, which is expected to happen if the project is not implemented. In addition, the new rolling stock is expected to be more energy efficient and have lower level of noise emissions. By comparison with the "without project" scenario, as well as, with the current situation, the project is expected to have positive environmental impact in terms of energy savings, air pollution, noise and $CO_2$ emissions.

The new rolling stock will improve the accessibility of the rail services for persons with reduced mobility.

The project is acceptable from an environmental perspective.

## Environmental and Social Assessment

### Environmental Assessment

The project consists of the acquisition of new rolling stock for replacement of the existing obsolete rolling stock for commuter and regional services in the Italian Regions Lazio, Liguria, Piemonte, Toscana and Veneto.

The old rolling stock to be replaced does not correspond to current passengers expectations of performance and comfort and is a deterrent for those who would potentially switch from private car to rail. The main benefit of the operation consists in maintaining the attractiveness of the railway service and contributing to prevent a modal shift towards the road transport. In the absence of such investments, the rail service quality would deteriorate and encourage the use of private cars with the associated negative impacts in terms of noise, energy consumption and associated emissions.

In addition, the new rolling stock will be equipped with the state-of-art technology and is expected to be more energy efficient than the existing one; despite higher performance of the new rolling stock the energy consumption is not expected to increase and may be even reduced. The new rolling stock will meet the requirements concerning the noise emissions, so the noise emissions of the railways themselves are expected to be lower.

[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.

The new rolling stock will be maintained in existing workshops. The project does not require the construction of a new depot nor the extension of the existing ones.

The replaced old rolling stock will be scrapped by entities specifically certified for this activity.