

## Environmental and Social Data Sheet

### Overview

Project Name: Kyiv City Urban Electric Transport  
Project Number: 2020-0250  
Country: Ukraine  
Project Description: Project consist of investment in new trolleybuses, tramcars and metro coaches

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: No  
(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

### Environmental and Social Assessment

#### Environmental Assessment

*Compliance with applicable Environmental Legislation:* The project is designed to reduce the environmental impacts of transportation in line with the environmental acquis (Annexes XXX and XXXI to Chapter 6) of the Ukraine–European Union Association Agreement. Through this agreement, the Ukraine has undertaken to align its environmental legislation and regulations with specific EU legislation within 2 to 8 years of its entry into force. The Government has prepared the “Action Plan of Environmental Protection 2020 – 2025. Since 2018, it is mandatory to make the Environmental Impact Assessment (EIA) for all infrastructure projects as part of the design approval procedure in Ukraine. The project to be financed under this loan concerns manufacturing of rolling stock, therefore an EIA is not mandatory.

The Project will be implemented by two Final Beneficiaries: Municipal Enterprise of (i) “Kyivskyi Metropolitan” (for metro coaches) and (ii) “KyivPasTrans (for trolleybuses and trams) owned by the Kyiv City Administration as the Promoter of the project. The project is consistent with the “Kyiv Development Strategy until 2025”, which highlights the need to improve sustainable public transport and in general electric mobility and which was subject to public consultation with different stakeholders. A new Development Strategy, up to 2035, is currently in the process of finalisation, with public consultation commenced late in 2020.

The manufacturing of rolling stock does not fall within the scope of either Annex I or Annex II of Directive 2011/92/EU as amended. Therefore, if situated in the EU, no EIA would be required for projects concerning rolling stock only.

---

<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 17 November 2021

*Environmental Impacts:* Significant environmental or social risks are not expected due to the project. Nevertheless, compliance with the Bank's environmental standards will be monitored during the implementation.

Overall, the project will improve public transport service quality, reliability, safety and efficiency, and help maintain and possibly enhance the share of public transport. It will contribute to reducing the use of private vehicles and the associated negative impacts on the local environment, as well as reducing the GHG emissions. As such, the project will have a positive impact on the living conditions of the Kyiv City's inhabitants, as well as on the environment.

The rolling stock being replaced will either be scrapped or dismantled if it has reached the end of its life. The Bank will require the two Final Beneficiaries to inform the Bank on how the rolling stock being replaced has been disposed of.

*Location, Natura 2000 and Biodiversity issues:* Due to the nature and location of the project, no impacts are expected on Natura 2000 sites.

*Climate Action:* GHG emissions, as usually for this type of projects, are below the threshold set in the EIB Carbon Footprint Methodologies. However, the project will give a positive reduction in transport-related GHG emissions mainly due to large energy efficiency gains (approx. 45% reduction in energy consumption) and ultimately from the positive modal shift.

Climate vulnerabilities identified are related mainly to flooding, although extreme temperatures during the summer period could also be expected in the future. No significant climate adaptation risks are expected for rolling stock purchase; moreover, the rolling stock would be equipped with sufficient air-conditioning.

The project is considered as Paris aligned and consistent with the Climate Bank Roadmap as it concerns public transport electric fleets (trolleybuses, trams and metro coaches).

### **Social Assessment**

On basis of the information provided to the Bank the project does not have significant social impacts. Compliance to EIBs social standards, such as those on occupational and public health, safety and security, labour standards, stakeholder engagement will be assessed and monitored during the implementation of the project.

### **Public Consultation and Stakeholder Engagement**

"The Kyiv Development Strategy until 2025", was subject to a public consultation process with different stakeholders. The update of the Development Strategy up to 2035 is in the process of public consultation.

### **Other Environmental and Social Aspects**

*Promoter's E&S capacity:* On basis of the information provided to the Bank the project does not have E&S risks. The Promoter and KyivPasTrans (one of the Final Beneficiaries) knowledge of the EIB's environment and social standards and their capacity to handle this type of project is considered sufficient. Nevertheless, compliance with the Bank's environmental standards will be monitored during the implementation.

Luxembourg, 17 November 2021

## Conclusions and Recommendations

On the basis of the information provided by the Promoter on the project, it is expected to have positive net effect from both a social and an environmental point of view (improved quality of public services, reduced local air pollution and GHG emissions) and is thus acceptable for EIB financing from an Environmental and Social standpoint.

The Promoter and the Final Beneficiaries undertake to comply with the Bank's environmental and social standards during project implementation and to inform the Bank on how the rolling stock being replaced has been disposed of and provide the relevant scrapping certificate(s), in line with EU and national regulation and industry best practice

Considering the above, the project is acceptable for EIB financing from an environmental and social point of view.