European Investment Bank

Luxembourg, 30.11.2023

Environmental and Social Data Sheet

Overview

Project Name:	LITHUANIAN PASSENGER ROLLING STOCK
Project Number:	2021-0509
Country:	Lithuania
Project Description:	Acquisition of 15 new electric rolling stock units (9 Electric Multiply Units and 6 Battery-Electric Multiply Units) for passenger services in Lithuania.
EIA required:	no
Project included in Carbon Footprint Exercise[1]:	no

Environmental and Social Assessment

Environmental Assessment

The project consists of the acquisition of 9 electric and 6 battery-electric multiple units to be used for intercity and regional services throughout Lithuania. The new trainsets will partially replace obsolete diesel vehicles that are at the end of or beyond 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.

9 EMUs will be deployed on the currently being electrified Vilnius – Klaipeda line (to be completed in 2025). EMUs will improve the offer of services (+40% veh-km), travel times (30 min shorter), comfort and reduce emissions of pollutants and CO2 on the second most important corridor of the country. On the line currently operate 7 DMUs, manufactured in 2016 and 2 trainsets composed with diesel locomotives and coaches. DMUs will be redeployed to the non-electrified line Vilnius – Ignalina – Turmantas where it will replace obsolete DMUs of the series DR-1AM (manufactured in 1988-1995) that are not compliant with accessibility regulations, and which will be scrapped.

6 BEMUs will replace life-expired DMUs of the series DR1-AM as well as 4 DMUs of the series RA-2 on the lines Vilnius – Varena – Marcinkonys and Kaunas – Siauliai. The series RA-2 was supplied by a Russian manufacturer in 2008. It is only 15 years old, but these trains have had significant reliability problems since the beginning and, more recently, lack spare components that make it not possible to continue their operation.

Any obsolete rolling stock withdrawn from operation will be scrapped by entities specifically certified for this activity.

The project is expected to further increase the attractiveness of rail services compared to the current situation. In addition, in the absence of such investments, the attractiveness of rail services would decrease and encourage the use of private cars.

[1] 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 CO2e/year absolute (gross) or 20,000 tonnes CO2e/year relative (net) – both increases and savings.

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The project does not fall under either 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 electric multiple units will be equipped with state-of-the-art technology in terms of energy efficiency. Furthermore, the new rolling stock will be in conformity with the relevant requirements concerning noise and accessibility for persons with reduced mobility and persons with disabilities.

The new units will be maintained in existing depots. In the case of modification of existing depots (which is planned for the main depot in Vilnius), the Promoter will follow the relevant environmental approval procedures. Such modifications of existing depots are not financed by the Bank as part of this operation.

BEMUs will be partially operated on the electrified lines and charged when driving under the overhead line. One additional charging station for battery trains will be constructed in Varena (between Vilnius and Marcinkonys), in the form of a short section standard overhead line over tracks at the rail station. The Promoter will follow the relevant environmental approval procedures. The construction of the charging station is not financed by the Bank as part of this operation.

The project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal. Furthermore, the project concerns procurement of zero direct emissions rolling stock for passenger rail services and as such is aligned with the climate mitigation goal.

EIB Paris Alignment for Counterparties (PATH) Framework

LTG Link is in scope but screened out. The Borrower operates in the rail sector, which is not a high emitting sector.

Conclusions and Recommendations

The project is expected to 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 predominantly due to replacing diesel traction with zero-emission.

The promoter shall provide to the Bank evidence of compliance of the works of modifications of existing depots used for the maintenance of the Project (Naujoji Vilnia), with the EIA Directive (2011/92/EU) and Habitats Directive (92/43/EEC).

Under this condition the project is acceptable for EIB financing from an environmental and social perspective.