

Environmental and Social Data Sheet

Overview

Project Name: *RIGA TRANSPORT COMPANY TRAMS*

Project Number: *2015-0496*

Country: *Latvia*

Project Description: The aim of the project is to facilitate wider use of environmentally friendly public transport in the City of Riga. It consists of modernizing the tramway network infrastructure and bringing it to a higher operational standards allowing wider use of modern low-floor trams, modernizing of an existing tramway depot to ensure proper maintenance of the rolling stock and purchase of 20 new low floor trams. Besides tramway modernization it also introduces innovative technology and provides for purchase of 10 busses and 10 trolley busses with range extenders powered by hydrogen cell fuel technology and installing of hydrogen fuel production and charging facility.

EIA required: no

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

Environmental Assessment

Latvia, as a Member State, is required to follow the relevant EU legislation in relation to the environmental impact of projects (namely SEA, EIA, Habitats/Natura 2000 Directives). Project activities are part of an investment plan foreseen in the strategic planning documents of the municipality. Riga city Development Strategy "Riga 2030" and Development Programme 2014-2020 have been subject to Strategic Environmental impact assessment, in compliance with EU SEA Directive 2001/42. The SEA document is published on the homepage of Riga City Council under: http://www.rdpad.lv/wp-content/uploads/2014/09/Vides_parskats.pdf. A competent authority has issued an opinion on SEIA in May 2014.

The Promoter shall comply with national procedures in force regarding the design, construction and operations phases of the project. The institutional capacity of "Rigas satiksme" to manage the environmental issues is deemed satisfactory. The company has certified its quality management system according to standard ISO 9001:2008 and the procedures regarding environment are integral part of the document.

Although separate project components as such are not subject to full EIA, certain measures have been taken by the Promoter to comply with the procedures in force.

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.

Luxembourg, 23 September 2016

Project component	Subject to environmental assessment
Acquisition of 20 low floor trams	Out of scope of the EIA Directive
Modernization of the existing tramway infrastructure (tracks, cables, power supply, catenary)	Out of scope of the EIA Directive. Works are foreseen within the existing locations.
Reconstruction and modernization of the tramway depot on Brivibas street 191	Out of scope of the EIA Directive as works will be carried out within the existing facilities. Part of the existing depot is considered as cultural heritage buildings and therefore is subject to particular conditions and treatment during modernization. Requirements regarding preservation of historical heritage, use and disposal of materials and technical limitations for construction works shall be defined in a construction permit in accordance with national procedures
Acquisition of hydrogen cell trolleybuses and buses	Out of scope of the EIA Directive
Building of a hydrogen production and refuelling station	Out of scope of the EIA Directive. On 11.02.2015 Competent Authority has issued a Screening out Decision, based on the fact the hydrogen production facilities will be built within the existing depot. A Declaration (Form A) has been issued on 06.02.2015. confirming that the foreseen project is not likely to have significant impact on NATURA 2000 sites and therefore an appropriate assessment as described by Article 6(3) of the Directive 92/43/EEC was not deemed necessary

Social Assessment, where applicable

Given the information available at the stage of appraisal and the site visit observations, the foreseen project activities and outputs are not likely to trigger any of the Bank's social standards. Reconstruction and construction activities on the track network and in the depot on Brivibas street will be carried out within the existing right-of-way and facilities owned by the Promoter, therefore no expropriation or resettlement is foreseen within the project.

Public Consultation and Stakeholder Engagement

Public consultation has been carried out under the strategic environmental assessment (SEA) process. Information on foreseen modernization of public transport system has been regularly widely communicated through public media by the Promoter as well the Riga City Council services.

Conclusions and Recommendations

The Promoter has a long track record of implementing infrastructure modernization and rolling stock renewal projects. The institutional capacity of "Rigas Satiksme" to manage the environmental issues is deemed satisfactory. The company has certified environmental quality management procedures. The contract will include a condition to provide to the Bank a copy of the Construction Permit for the tramway depot for review prior to allocation of resources for this component of the project.

Considering the above, the project is acceptable for EIB financing in environmental and social terms. PJ/ECSO 20.06.2016