Luxembourg, 6 February 2019

Public

Environmental and Social Data Sheet

Overview

Project Name:	LATVIAN RAILWAYS ELECTRIFICATION PROJECT
Project Number:	20160723
Country:	Latvia
Project Description:	The project consists of the first stage of electrification of the Latvian railway network in 25kV 50 Hz. This includes the sections between Riga and Krustpils, Krustpils and Daugavpils, and Krustpils and Rezekne (a total of around 370 km).

EIA required: Yes

Project included in Carbon Footprint Exercise[1]: Yes

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

Environmental and Social Assessment

Environmental Assessment

The scope of the project includes construction of the over-head contact line (OCL) on existing railway lines, construction of 4 traction power substations and their connection to the high voltage utility network by means of 110 kV lines, 27 autotransformer and sectioning posts, construction of three new and modernisation of two existing OCL maintenance bases and extension of tracks at the Stirniene station for allowing crossing 1050 m long trains.

The works will be primarily carried out within the existing railway right of way.

On the Riga – Aizkraukle section the new installations will replace the existing 3 kVdc electrification, which will be dismantled. Other sections included in the project, Aizkraukle - Krustpils, Krustpils - Daugavpils and Krustpils – Rezekne, are currently not electrified.

The project will allow to replace the diesel traction by the electric ones on the main freight routes in the country, allowing thus to reduce emissions of pollutants and greenhouse gases.

The project is part of a broader program of electrification of the main lines of the Latvian railway network included in the Transport Development Guidelines 2014 - 2020, a strategy document that has been subject of a Strategic Environmental Assessment in accordance with Directive 2001/42/EC.

The project falls within the scope of Annex II of Directive 2011/92/EU as amended by 2014/52/EU (the Environmental Impact Assessment (EIA) Directive). It was screened in by the competent authority and full EIA was carried out in 2013 – 2014. The environmental consent was granted by the competent authority in December 2014.

[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.

Concerning the nature conservation areas, the project runs adjacent to the following Natura 2000 sites:

Site		Comments
LV0512200	Lielais Pelečāres purvs	Adjacent to the site over 3.5 km
LV0100500	Teiču dabas rezervāts	Adjacent to the site over 8.5 km
LV0305200	Ogres Zilie Kalni	Adjacent to the site over 520 m

Several other Natura 2000 sites are located close to the line.

On the basis of the findings of the EIA, taking into account the nature of the works and their location within the existing right of way, the competent authority concluded that the project is not likely to have significant impacts on the Natura 2000 sites. This conclusion has been documented by means of a formal statement issued by the competent authority.

The main impacts of the project correspond to the construction phase, such as dust, noise and vibration, as well as possible soil contamination of the sites of existing 3 kVdc substations that will be dismantled. The EIA report and the environmental consent defines the mitigation measures to be put in place, such as noise limitations, dust emissions control, and soil analysis after substations dismantlement and where necessary decontamination treatment.

In the operation phase, the main impacts negative are related to the hazards presented by live high voltage cables. Appropriate safety measures will be implemented to prevent voluntary or accidental access of people or animals to the live cables.

EIB Carbon Footprint Exercise

The project is included on the following basis:

Estimated annual third party greenhouse gas emissions (vehicular use, from existing and induced demand) from the use of the project in an average year of operation over a 30-year assessment period:

- Forecast absolute project (gross) emissions are 13,000 tonnes of CO2 equivalent; and
- Forecast emissions savings are 41,000 tonnes of CO2 equivalent.

The project assessment boundaries are:

- In the absolute project case: the existing railway sections between Riga and Krustpils, Krustpils and Daugavpils, and Krustpils and Rezekne (a total of around 300 km), all electrified in 25 kV 50 Hz and used by:
  - electrical traction trains for commuter services between Riga and Aizkraukle, and
  - electrical traction trains for freight and passenger services on the routes Riga - Daugavpils and Riga – Rezekne.
- In the baseline case: the existing railway sections between Riga and Krustpils, Krustpils and Daugavpils, and Krustpils and Rezekne (a total of around 300 km), with Riga and Aizkraukle section electrified in 3 kV dc, the remaining part non electrified, and used by:
  - electrical traction trains for commuter services between Riga and Aizkraukle, and
  - diesel traction trains for freight and passenger services on the routes Riga - Daugavpils and Riga – Rezekne.

The forecasts in the baseline and absolute cases are based on information received from the Promoter and Banks Services' project specific assumptions about the workload of rail services (freight and passenger trains) and fuel efficiency 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.

Public Consultation and Stakeholder Engagement

Public consultation took place in 2014 as part of the EIA procedures.

Conclusions and Recommendations

The project falls within the scope of Annex II of the EIA Directive. It was screened in by the Competent Authority. Full EIA has been carried out and the Promoter obtained an environmental consent for the project.

The Promoter has obtained an opinion of the competent authorities concerning the absence of significant impact of the construction of the new railway line on Natura 2000 sites.

The project has positive impact in terms of greenhouse gases and pollutants emissions by rail. In addition, it is expected to result in some modal shift from road to rail, and therefore have additional positive impact in environmental and traffic safety terms. The project's residual negative impacts during construction and operation are minor.

The project is acceptable for EIB financing in environmental and social terms.