



European Investment Bank (EIB)

Luxembourg, 11.10.19

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	DUBLIN LUAS CROSS CITY
Project Number:	2013-0098
Country:	Ireland
Project Description:	The project consists of a 5.6 km extension of the Dublin's LUAS light rail system including 13 additional stations, a new depot and the purchase of 7 additional trams. The project will allow the connection between the two existing LUAS red and green lines in the inner city centre.

Summary of Environmental and Social Assessment at Completion

EIB notes the following key Environmental and Social outcomes at Project Completion.

No significant environment or social issues were noted.

The project is a key scheme of Transport 21 and GDA's Draft Transport Strategy (2011-2030) released by the National Transport Authority (NTA) of Ireland. The latter was subject to a Strategic Environmental Assessment (SEA).

The project fell under Annex II of the Directive 85/337/EC as amended, according to which the need for an EIA is decided on a case-by-case basis by the Competent Authority. An EIA has been carried out in the context of the application for the Railway Order (RO) and a public consultation has been taken place in compliance with directives 2003/4/CE and directive 2003/35/CE. Due to the project location there were no significant impacts expected to any Natura 2000 or other protected natural zones. The Promoter provided the respective confirmation from the Competent Authority.

The information available at this stage suggests the project has achieved its strategic goal of forming the foundation of a high quality integrated network that would, among other things, significantly enhance connectivity and reduce the high reliance on the private car and in turn the associated air pollution and CO2 emissions.

Due to project's location (i.e. city centre), several statues were temporarily relocated. Transport Infrastructure Ireland (TII) employed a Project Conservation Architect (PCA) to provide TII and the project contractors with advice on architectural heritage matters. The PCA also reviewed works designs to check for compliance with the employer's requirements in relation to conservation of heritage items and protected structures.

No significant residual negative impacts were identified in the EIA study. For the usual impacts generated during the construction (e.g. traffic disruptions, dust, noise, etc.) operation (e.g. noise and vibration associated with the tramway) periods proper mitigation measures were in place.



European Investment Bank (EIB)

Luxembourg, 11.10.19

All of the main enabling and light rail works contractors were required to comply with the commitments given in the EIA study and the conditions of the RO. As part of their contractual obligations they were obliged to develop and implement Environmental Management Plans (EMPs). These EMPs described the measures, which the contractor would implement to control waste disposal, as well as construction noise, vibration and air quality issues. TII frequently audited the contractors' compliance with their EMPs.

TII and the LUAS Operating contractor, Transdev, maintain a regime of on-going noise and vibration monitoring of tram operations, although this impact is mitigated in part through the design of tracks and rolling stock.

Concerning social safeguards, TII employed the services of a company called 'Contractor Advisory Services' to monitor the main project contractors' compliance with employer obligations in respect of their work-force, e.g. fair wages, pension contributions, etc.

Prior to the commencement of the main infrastructure works Japanese Knotweed has been found along part of the project's route. A contractor was directly appointed by TII to cut it including removal of the contaminated soil.

To the best of EIB's knowledge, the mitigation measures were implemented and no significant environment or social issues were raised.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.