



## ELENA Completed Project Factsheet

### DEVELOPMENT OF ELECTRIC PUBLIC TRANSPORT FOR NEW OPPORTUNITIES (DEPO)

<b>Location of planned investments</b>	Klaipeda, Lithuania
<b>Final Beneficiary</b>	City of Klaipeda municipal administration
<b>Final Beneficiary's address</b>	Liepų str. 11, 91502 Klaipeda, Lithuania
<b>CoM signatory</b>	Not member of CoM
<b>Sector</b>	Urban Mobility
<b>Total PDS costs</b>	EUR 555 085
<b>ELENA contribution</b>	EUR 499 576
<b>Project development services financed by ELENA</b>	The aims of the Project Development Services (PDS) were to finalise a feasibility study for a conversion of the urban transport system from diesel to electric, and conversion of a majority of the bus fleet in operation. The aims were also to accelerate the implementation of the investments in support of achieving the objectives of the strategic development plan for the city.
<b>Description of ELENA operation</b>	<p>PDS activities have been performed by the FB staff and external experts.</p> <p>The PDS is organised in the following work-streams:</p> <ul style="list-style-type: none"> <li>• Feasibility study for the renewal of the public transport system</li> <li>• Tender strategy and plan for the procurement of new electric buses to replace a proportion of the existing fleet of diesel buses</li> <li>• Technical documentation for investments in traffic management system, road works and signalisation for the new BRT system, as well as project management and coordination, and legal and financial advice.</li> </ul>
<b>Timeframe</b>	01 September 2017– 31 August 2022
<b>Investment programme description</b>	<p>The Investment Programme concerns renewal of the public transport system in Klaipeda, Lithuania. In the initial Investment Programme, the project components include the construction of a new tram and deployment of 12 electric buses in the city of Klaipeda, Lithuania. However, the Feasibility Study has concluded that building a tram system is not a feasible solution for the City of Klaipeda, but a Bus Rapid Transit (BRT) system using existing lanes with separation. This conclusion has impacted the investment project scope, budget and implementation programme.</p> <p>As a result, project investments have resulted in a total EUR 23.96 million (the initial project investment cost was estimated at approx. EUR 86.3 million) with the following components and relevant project investment costs:</p>

	<ul style="list-style-type: none"> <li>• 24 electric buses (EUR 19.62 million)</li> <li>• Investments in traffic management system, road works and signalisation for the new BRT system (EUR 4.34 million)</li> </ul>
<b>Investment in implementation phase</b>	EUR 24m
<b>Results expected to be achieved</b>	<p>The estimated impacts of these investments are as follows:</p> <ul style="list-style-type: none"> <li>• GHG Reduction: 1 204 t CO<sub>2</sub>eq/year</li> <li>• NO<sub>x</sub> Reduction: 12 t/year</li> <li>• Estimated Job Creation: 274 FTE</li> </ul>
<b>Leverage factor achieved</b>	48
<b>Lessons learnt</b>	<p>As a municipal authority, it was necessary to better assess the risk of a change in political will. The initial decision to invest EUR 84.1 million in installing the tram system has been changed, because local municipal elections were held in 2019 and the composition of the Klaipeda city Council has changed substantially. Together with the Feasibility Study findings, discussions with the Council have led to change the initial project scope significantly.</p>
<b>Further information sources</b>	N/A
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