



Luxembourg, 19 November 2025

Environmental and Social Completion Sheet (ESCS)¹

Overview

Project Name:	E67 A7 KEKAVA BYPASS PPP TEN-T
Project Number:	20150786
Country:	Latvia
Project Description:	DBFO PPP project to enhance TEN-T connection in Via Baltica by building a by-pass to Kekava, south of Riga. Kekava bypass is the new section of the road A7 Riga – Bauska – the border of Lithuania (Grenctale) from km 7.78 to km 25.0, with a total length of 17.5 km, including approximately 14 km of new roadway and 3.5 km of reconstruction of the existing road.

Summary of Environmental and Social Assessment at Completion

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

The Project section comprised 12.2 km double carriageway and 5.3 km single carriageway segments. The project fell under Annex I of the EIA Directive (2011/92/EC). Environmental Decision “On the Environmental Impact Assessment Report for the Construction of the Section of the State Main Motorway A7 Riga - Bauska - Lithuanian Border (Grenctāle) from ~ 7.90 km to 25.0 km of the Bypass (Kekava Bypass)” (hereinafter - the Opinion), was issued on 3rd March 2017, concluding that the foreseen project would not cause significant negative impacts on environment and was acceptable, provided that the indicated mitigation measures (mainly addressing noise and construction timing) were taken into account in the project design and during the implementation.

Requirements for design and construction works to prevent negative impacts on hydrological, geological and hydrogeological conditions, surface water bodies and soil quality were implemented upon receipt of relevant opinions from competent institutions.

No significant impacts on biodiversity or protected areas were identified.

Regarding noise and vibration pollution, the EIA Decision [Section 6.3.5] included conditions that construction was not permitted without noise abatement measures, and limit values had to be ensured in all noise discomfort zones where applicable.

Latvia did not have specific procedures for monitoring environmental parameters for road infrastructure during its operation. Such monitoring was carried out under general regulatory acts and requirements. For example, air quality, groundwater or surface water quality continued to be monitored in accordance with the relevant environmental regulations, where applicable to the specific site or territory. The EIA report and decision noted the potential impact on these parameters, while monitoring during the operation was undertaken by competent authorities, such as the State Environmental Monitoring Bureau and State Environmental Service. As of completion, the Promoter was not aware of any reports from competent authorities indicating environmental quality issues within the Kekava bypass area.

¹ The template is for ILs and FLs.



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Noise level monitoring was governed by the Cabinet of Ministers of the Republic of Latvia, Regulation No. 16 of 7 January 2014 "Noise Assessment and Management Procedures". The public-private partnership agreement stipulated that the modelling of noise intensity and distribution, as well as the implementation of noise mitigation measures, was the sole responsibility of the Private Partner, who carried out these tasks during the construction stage. In accordance with the aforementioned regulations, noise level measurements within the Ķekava bypass area are scheduled until 2027 (at least once every five years).

All necessary land plots were expropriated, and construction permits were obtained by the Public Partner prior to the construction works in 2021.

The requirement to carry out Road Safety Audits and Road Safety Inspections in line with the EU Directive 2019/1936 amending Directive 2008/96/EC on road safety, as transposed in Latvian law, was fulfilled. The Public Partner confirmed that the Latvian Road Safety law had been properly followed and confirmed that the audit recommendations were duly addressed and implemented.

Summary opinion of Environmental and Social aspects at completion:

Based on reports from the Private Partner and additional information from the Promoter, the EIB is of the opinion that the Project was implemented in line with EIB Environmental and Social Standards applicable at the time of appraisal.