Luxembourg, 7 December 2012

Environmental and Social Data Sheet

Overview

Project Name:	E22 Tinuzi Koknese
Project Number:	20090591
Country:	Latvia
Sector:	Transport
Project Description:	
	The sub-project will consist of the reconstruction and upgrading of the E22 Latgale road section Tinuzi to Viskali(49.24km) and the new construction of the section Viskali to Koknese (2.54km) connecting to the A6 in the east. In addition the upgrading would include reconstruction of first class roads P5 and P80 totalling 20.54 km . A total of 71.78 km of single carriageway roadway will be re/constructed or rehabilitated.
EIA required:	One section: No; other section:Yes, screen in.

Project included in Carbon Footprint Exercise Yes

Key Environmental and Social Issues

The scheme (Riga to Viskali) falls under the requirements of Annex II of the Environmental Impact Assessment Directive 2011/92/EC and hence an EIA was not undertaken. However the section Viskali to Koknese (new construction) was screened in and a full EIA undertaken and a copy was submitted to the Bank. Positive environmental decisions have been obtained for the two sections (6/2009 and 10/2004). Additional data inventory may be required (Viskali – Koknese). Negative impacts are varied but include agriculture and forest land conversion, noise and vibration, visual intrusion, and severance of communities and habitats. The environmental decisions specify a range of mitigating measures including installation of acoustic screens, further inventory gathering, animal crossings, restriction of working practices, usage of approved quarries, drainage works, archaeological works and regular monitoring.

With regards to the Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC) the Competent Authorities have stated that, in their opinion, the schemes will not have a significant impact on any Natura 2000 sites. Demonstrating compliance is a condition for disbursement against these schemes. The Bank will be requiring that the Competent Authority provide signed declarations (Forms A/B) as a condition for disbursement against these schemes.

The scheme is expected to have positive impacts for the environment along the existing route and along the roads in Koknese from which traffic will divert. Communities adjacent to the old route will benefit by way of improved safety, reduced noise, vibration, local pollution. Although the schemes will have negative impact, these have been assessed and adequate mitigating and management measures have been identified in consultation with relevant stakeholders and included in the final designs.

Disbursement Conditions

- Prior to Disbursement against the sub projects the Promoter is to provide to the Bank outstanding (Habitats Directive) Declarations signed by the Competent Authority (Forms A/B or equivalent).

Prior to last disbursement

- For all the schemes funded in part by the disbursement request, the Promoter shall confirm that a road safety audit, in accordance with the guidelines and principles out in Directive 2008/96/EC has been duly completed for the relevant sections of the Programme.

Environmental and Social Assessment (additional information)

EIA Directive

Riga to Viskali : This section involves the reconstruction of the carriageway along the P5 and P80 corridors within the existing right of way. Some additional parcels of land are required for expansion of junctions, parking lots, bus stops and construction of two level junctions. Also three archaeological heritage units, more than 500 m from the site, have been found. The Regional Environmental Board (Riga) has ruled that the reconstruction project will not have a significant impact on the environment.

Viskali to Koknese: A full EIA was done for this section of the route. Three options were considered for constructing the new route. Options 1 (23.7 km) and 3 (21.7 km) were recommended. Option 1(preferred) proposes continuation of the building of the Latgale highway to the P79 including the construction of the new Koknese bypass, reconstruction of the bridge over the Perse river, construction of a railway flyover and a connection to the A6 road (Daugavpils). Option 3 follows the existing Koknese road connecting with the A6 Riga Daugavpils. Traffic would not be diverted from Koknese. Main advantage of option 1 is the reduction in congestion and its attendant benefits which it affords Koknese. Disadvantages include one animal migration corridor will be divided, 2km of road crosses an area covered by swamp sediment, 450 m of Spruli swamp will have to be crossed.

Habitats Directive

Riga to Viskali: The corridor crosses (at the 35th km) the shadow Natura 2000 site “Ogre River Valley” approx. 400 m and touches it at two other spots however as it is reconstruction of an existing route, this was allowed. Also two other Natura 2000 sites from the 44th km to the end, viz. Aizkraukle Bog and Verene Bog 1.3 – 2.0 km away, run nearby. However as it is a reconstruction along an existing right of way, the Competent Authority (Riga) Regional Environmental Board deemed that the project does not have a significant impact on the environment.

Viskali to Koknese : No Natura 2000 sites are affected. The Competent Authority (Madonna REB) has issued the environmental permit with conditions including work in the vicinity of the black stork nesting areas, construction in the river Perse, drainage measures and noise restrictions. The receipt of signed declarations (Form A/B) from the Competent Authority will be a condition of disbursement.

EIB CARBON FOOTPRINT EXERCISE

The Project is included on the following basis:

- Estimated annual third party greenhouse emissions (vehicular use, from existing and generated demand) from the use of the Project in a standard year of operation:
  - Forecast absolute (gross) emissions are 118,000 tonnes of CO2 equivalent per year; and
  - Forecast emissions increases are 12,450 tonnes of CO2 equivalent per year.
- The Project boundary is equivalent to the E22 corridor over a distance of 71.8 km.
- The baseline is the forecast third party emissions, in the absence of the Project, from the existing network within the Project boundary defined above. The forecasts are based on Services’ assumptions on traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption.
- 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.