

Environmental and Social Data Sheet

Overview

Project Name:	E67 A7 KEKAVA BY-PASS PPP TEN-T
Project Number:	2015-0786
Country:	Latvia
Project Description:	DBFO PPP project to enhance TEN-T connection on Via Baltica by building a by-pass to Kekava municipality, south of Riga.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The planned Ķekava bypass route includes the sections of the existing road A7 and the section to be built, which crosses mostly the areas of Ķekava municipality, and Ķekava rural territory. The section of the existing road to be reconstructed passes through Krustkalni, Rāmava, Valdlauči, Lapenieki and Katlakalns, but the newly built section mainly pass through the sparsely populated areas (the nearest populated place is Skujenieki village). Only a small part of the route in the beginning of the road A7 bypass is located in Balozi town – part of Kekava municipality.

Latvia has adopted EU legal framework regarding Environmental Impact Assessment by the *Law on Environmental Impact Assessment* which has been passed on 14th October 1998 and amended afterwards. The Law transposes Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment as well as Directive 2011/92/EU, Council Directive 92/43/EEC and Directive 2009/147/EC. Another Law regulating Environmental administration is *Law on Environment Protection* adopted on 2nd November 2006 as amended.

The project falls under Annex I of the EIA Directive (2011/92/EC). Compliance analysis with the EIA Directive (2014/52/EU), Habitats Directive (92/43/EEC, as amended) and Birds Directive (2009/147/EC) has been part of the EIA process and decision.

Initial EIA for Kekava bypass was prepared and Environmental Decision was issued in 2008, but, as the validity date of the decision has expired and certain technical solutions have been changed since then, a repeated EIA was required. The EIA procedure for the Intended activity was applied by the Decision No. 129 of the State Environment Bureau, dated 20 May 2015 “On the application of the environmental impact assessment procedure.” The program for the EIA was issued by the Competent Authority on 17 February 2016. EIA report was submitted in 19th January 2017. After comments and clarification a positive Environmental Decision was issued on 3rd March, 2017 stating that the foreseen project will not cause significant negative

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.

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impacts on environment and is acceptable once indicated mitigation measures (mainly addressing noise and construction calendar) are taken into account in the project design and implementation. Soon after – on 9th March, 2017, Kekava Municipal Council issued a Decision accepting the project.

Project doesn't pass through Natura 2000 sites. The closest one, Habitats Directive site "Dolessala" (LV0301900), is located 1.6 km from the route on the other side of Daugava river. Compliance with the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC) has been addressed in the EIA study and EIA Decision where it is in particular stated: "Taking into account the nature park location, according to the estimates it cannot be expected that the Kekava bypass construction would affect the ecological functions of integrity, development and conservation objectives of the area *Natura 2000*."

The main residual negative impacts of the project are: conversion and permanent loss of about 115 hectares of largely agricultural and forest land; additional noise, vibration and visual intrusion for those properties close to the road; degraded local air quality next to the new road; and separation of territories which changes the pattern of access.

Certain measures have been envisaged in the Environmental Decision requiring to reduce, mitigate or manage the negative impacts, including prohibition of certain construction activities during nesting periods of birds and spawning periods of migrating fish, installation of acoustic barriers, fencing of culverts, groundwater monitoring, extensive drainage, plantation of greenery and need for coordination with other major projects in the same area (Rail Baltica, A5 road).

Social Assessment, where applicable

Around 160 plots covering 115 ha need to be expropriated for the project, including involuntary resettlement from 1 property. From the plots to be acquired 25 belong to the municipality, 5 to the state and 129 to private or legal entities. At the time of appraisal 83 plots have been already acquired, including 77 from private and legal entities. Appropriate compensation is being paid in accordance with applicable national laws and regulations, which are in line with the relevant Bank standards. There have been no appeals or conflicts related to land acquisition so far. The Promoter aims at completing the procedures in full by 2019 – before the start of construction.

Public Consultation and Stakeholder Engagement

The EIA process was carried out ensuring thorough public consultation and stakeholder engagement. In line with regulatory requirements, public consultation took place during the EIA proceedings prior to granting the environmental consent. Information on the project public consultation which took place between 9th August and 7th September, 2016 was published in the local newspaper of Kekava Municipality and homepages of Kekava and State Environmental Bureau. EIA study and materials were also made available to the public on the notice boards of the municipality in Kekava and Balozi Client Service Centres. A public hearing meeting took place on 25th August, 2016 in Kekava Culture Centre. A number of suggestions were received from the individuals and entities. After proper analysis these were taken into account as much as feasible and EIA report was submitted to the Competent Authority on 1st November, 2016. No appeals were registered. All relevant documents and decisions have been made public and are accessible on the website of the State Environmental Bureau under link:

<http://www.vpvb.gov.lv/lv/ivn/projekti/?status=3&id=2659>

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Other Environmental and Social Aspects

The project is expected to have some positive environmental impacts due to displacement of local emissions away from built up areas; as well as road safety improvements.

The project does not have a particular exposure to climate change.

Conclusions and Recommendations

The Environmental Impact Assessment procedure and permitting so far has been following the legal framework and may be considered satisfactory. Expropriation process is still underway and shall be followed up during Stage II appraisal. Construction permitting process will be subject to Phase II appraisal.

Subject to the fulfilment of all measures foreseen in the EIA Decision, aimed at mitigating the negative impacts on environment, the project is satisfactory to the Bank in environmental and social terms.

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