

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	E22 Ludza to Terehova
Project Number:	20090590
Country:	Latvia

Summary of Environmental and Social Assessment at Completion

The project consists of 32 km of road upgrading scheme on the E22 in Latvia namely the improvement and reconstruction of E22 Ludza – Terehoza (single carriageway), in the eastern part of Latvia (Latgale region) and is the last section of main road before the Russian Border. It was aimed at improving the existing section of A12 (section Ploski- Terehova) and upgrading the sections of local roads V544 and V512 between Ludza and Ploski.

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

No significant environment or social issues were noted.

The scheme fell under Annex II of the Environmental Impact Assessment Directive 2011/92/EC. On the basis of Annex II of the Directive, the section Ludza to Terehova was screened in by the Competent Authorities and was the subject of a full EIA including public consultation in 2002/3.

The State Bureau for Environmental Assessment evaluated two variants for the road upgrading project – the first: to form a new route, following the alignment of the state 2nd class roads V544 Ludza – Nirza – Vecsloboda and V512 Nirza – Ploski, or the second variant: to reconstruct the existing road A12 between Ludza and Terehova and concluded that both were similar as far as impact on environment is concerned. The first variant doesn't pass through densely populated areas. However, with the second variant less biodiversity and specially protected nature territories would be affected. The first variant was agreed with a list of mandatory conditions including regulations on building works in the vicinity of Pildas lakes (especially avoiding the nesting of birds), treatment of amphibians in vicinity of Pildas Lakes and monitoring of ground water levels. 35 ha of land have been expropriated, and one family dwelling demolished. 157 plots of land were acquired.

Positive environmental decisions were obtained for all of the sections (2/2006). Minor negative impacts included agriculture and forest land conversion, noise and vibration, visual intrusion, and severance of communities and habitats. The environmental decisions specified a range of mitigating measures including installation of acoustic screens, fencing along the roads to prevent wild animals straying onto the road, further inventory gathering, animal crossings near Pildas and Sporna lakes (primarily for amphibians), restriction of working practices during nesting periods, usage of approved quarries, drainage works, archaeological works and regular monitoring of groundwater levels. The specified measures were delivered as expected.



European Investment Bank (EIB)

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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. The selected route is located along the outer boundary of the Natura 2000 site nature reserve "Pildas Lake" along a 3km section. The route has been relocated some 200m away from the outer boundary of the nature reserve. There is no evidence that the project implementation is causing any significant negative impact on the protected site and species.

The scheme is expected to have positive impacts for the environment along the existing route and along the roads from which traffic has been diverted. Communities adjacent to the old route are benefiting by way of improved safety, reduced noise, vibration, local pollution. Although the schemes have some limited negative impact, these have been properly assessed and adequate mitigating and management measures have been applied.

EIB notes the following key Environmental and Social aspects to be monitored during operations:

N/A

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter, site visit by the EIB team and inputs provided by the Promoter during Construction that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.