

Environmental and Social Data Sheet

Overview

Project Name: **A14 VILNIUS - UTENA HIGHWAY PPP**
 Project Number: **2016-0084**
 Country: **LITHUANIA**

Project Description: The project includes the reconstruction and upgrading of 72.15 km of the Vilnius – Utena (A14) highway, the main traffic artery between the capital and North Eastern regions of Lithuania. The Promoter, the Lithuanian Road Administration (LRA) intends to procure the project as a Public-Private-Partnership (PPP) under a concession contract estimated at up to 13 years duration, including the construction period of up to 3 years.

EIA required: no

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

Environmental Assessment

The proposed project falls under the requirements of Annex II of the EIA Directive 92/2011/EEC, as amended by Directive 2014/52/EC, so an EIA was not required. A detailed scoping assessment was undertaken in two sections (40km and 20km sections) and was submitted in 4/2013 and 3/2014. The project was screened out in 3/2014 by the Environmental Protection Agency, the competent Authority. A Building permit was granted in 2/2016 for one section and the other is due later this year. Public consultation was done by the designers (2x1). The project will have a positive impact on noise with levels expected to fall by up to 4dB arising from the switch from concrete to asphalt surface. Extensive animal crossings are planned for amphibians and other migratory animals. Fencing is planned at several locations to protect migratory species from traffic. Landscaping is also included in the project brief. Rainwater runoff drainage elements including sedimentation ponds are planned. Cultural heritage along the route includes a few cemeteries. These areas will be respected.

Compliance with the Birds (79/409/EEC) and Habitats Directive (92/43/EEC) is required. The project will be implemented along an existing corridor within an existing right-of way and does not involve any further land acquisition. The area is rich in Biodiversity and is a popular route for vacationers going to summer homes. The section Vilnius to Utena borders or is near to three Natura 2000 areas but does not pass through any. The general area is called Labanoro (LTSVE8002-birds and LTMOLOO10 and LTMOLOO12-Habitats) and represents special conservation areas for Habitats and Birds and is some 140m and 2.9km away. A number of protected species are endemic to these areas including birds: woodpeckers, winches, black throated divers, Eurasian pigmy owl, and otter. The Habitat includes over 9000 lakes, thousands of bogs and wetlands, swamps and forests.

The Promoter has undertaken several inventories of the protected species. Detailed environmental management and mitigation measures have been planned for the construction and operation periods. In addition environmental monitoring is a contractual obligation of the Concessionaire during construction and operation, with long term monitoring being undertaken by the LRA. The Competent Authority for Nature Conservation has determined

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.

that the project is not likely to have a significant impact on the Natura 2000 sites. The formal declaration on the assessment carried out under Article 6 of the Habitats Directive and duly signed has not been received by the Bank (Form A). In addition, other relevant environmental permits have been obtained by the Promoter and outstanding ones, including the signed Form A will be submitted in fulfilment of disbursement conditions.

EIB Carbon Footprint On balance, the project will have a marginally negative environmental impact. It is expected that the project will lead to an increase of 30k tonnes of CO₂ emission per average operating year originating from the existing traffic occurring as a result of the project.

Social Assessment, where applicable

No land take is expected and so no resettlement is needed.

Public Consultation and Stakeholder Engagement

Consultation was carried out at the design stage. Further consultation will be done by the CJV when the final designs are in place and the final permits.

Other Environmental and Social Aspects

An EMP will be produced by the contractor. No land take is expected.

Conclusions and Recommendations

The project is acceptable for EIB financing with conditions.