

1) Title

No. VP2-4.4-SM-01-V-01-005 Development of Connections to International Corridors.
Reconstruction of Roads of National Significance, I Stage

2) Country, region

Lithuania, all regions, but the particular case related to nature issues is analysed in Marijampole region, southwest of Lithuania.

3) Name of the organisation which implemented the project

Lithuanian Road administration under the Ministry of Transport and Communication.

4) Total size of the project in EUR

44 million EUR

5) Amount of EU funding

13 million EUR

6) Name of the EU fund that supported the project

European Union Structural Assistance Funds

7) Name of the Operational Program

Economic Growth Action Plan Priority 4 “Essential Economic Infrastructure“, instrument VP2-4.4-SM-01-V “Improvement of Technical Parameters of State Roads and Railway Infrastructure“.

8) Short description of the project, aims, targets, project activities

Lithuanian national roads play a significant role, connecting international transport corridors. The traffic of high intensity goes through these roads, also the transit traffic, which is very intensive in Lithuania. Therefore many projects have been financed by Structural Funds to reconstruct and increase safety. The aim of this project was to widen roads up to 8 meters and strengthen pavement of road sections across all Lithuania.

9) Estimated impacts on biodiversity and ecosystem services.

Why you think that it is a positive or negative example in the light of the biodiversity proofing paper?

This case can be positive because reconstruction of road No. 182 Marijampolė-Liudvinavas-Krosna 1.02-7.98 km included installment of amphibian fences along the road, where it intersects and borders the protected *Natura 2000* site: Special Areas of Conservation (SACs) for habitats “Wetlands of Zuvintas, Zaltytis and Amalvas” (LTALYB003) and Special Protection Areas (SPAs) for birds “Zuvintas lake and Bukta forest” (LTALY005). Protected amphibian species

Fire-bellied toad (*Bombina bombina*) inhabits this area, also other HD species, e.g. marsh frog (*Rana arvalis*) is found along with other common amphibian species. Also this *Natura 2000* site is appointed in the local planning document of the Marijampole district as bioecological core area of European importance.

The road intersects part of the site in forested and swampy area, where regular migration occurs in warm season. Therefore all the time, especially in spring, huge number of amphibians were killed by cars causing not only death of animals, but also traffic safety problems.

10) How did project leaders, authorities, NGOs or other stakeholders try to avoid harmful impacts, if the project had any?

How did stakeholders tried to multiply positive impacts, if project had any?

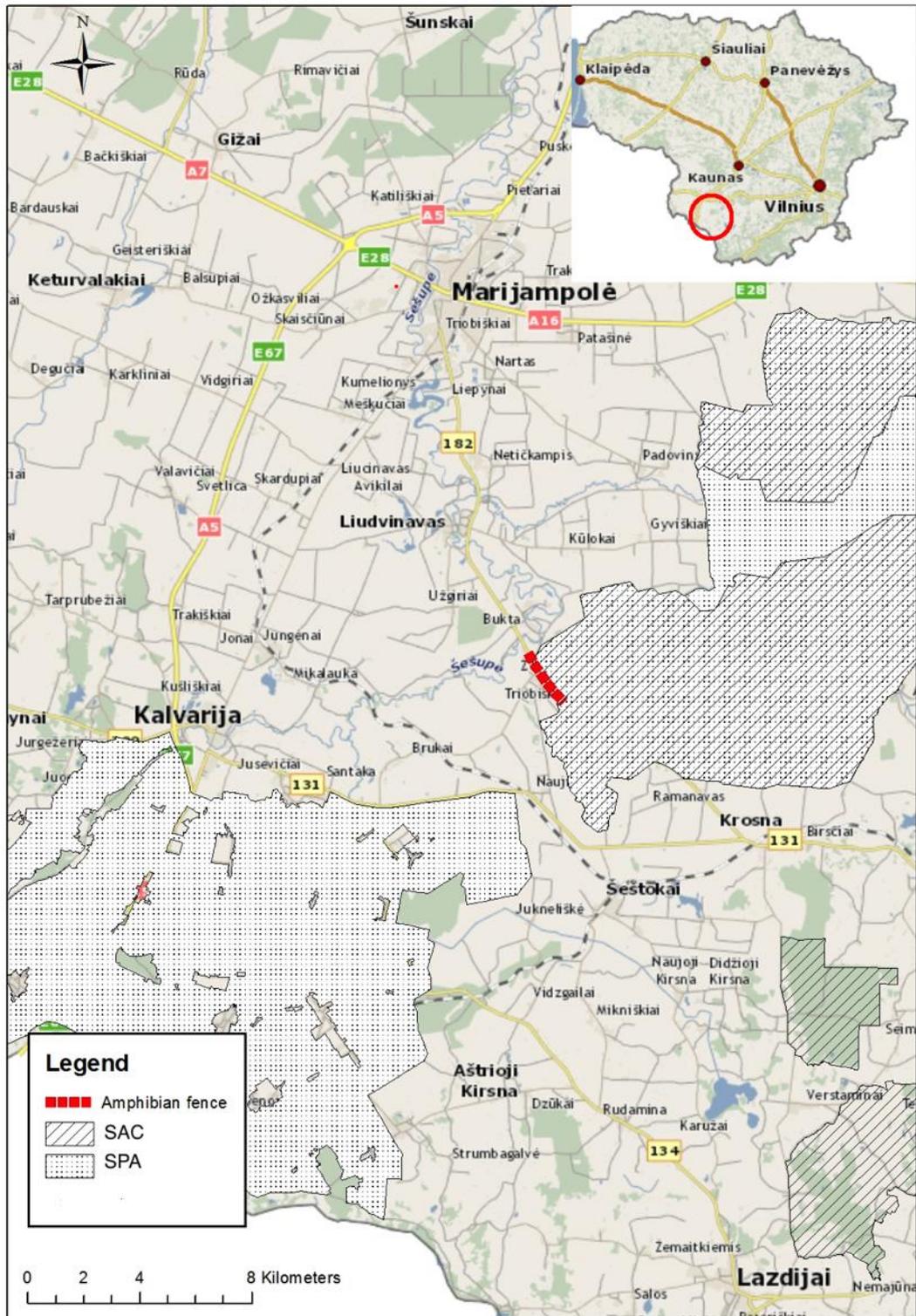
Impact on the amphibians was reduced by instalment of 2 km long metal net fence in 2011. However, it was criticised because metal net was used for the fence, which serves just for few years until it becomes roasty, gets banged by snow etc. Also, instalment was made without biological supervision and therefor it has defects, e.g. not properly linked to culverts, badly installed etc. (as shown in pictures). However, after the critics the Administration of Roads changed its position and started to look for long term solutions like instalment of reinforced concrete fences and U shaped tunnels under the roads. This cooperation is strengthened and even more joint projects appear between the Road authorities and nature conservation organisations and institutions. Already two road sections in Lithuania were improved by installing long lasting concrete fences and tunnels (in picture).

11) Author of the case study, name of the CEEWEB member, email, phone number

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12) Annex - Attach any relevant materials (web links, photos, references, etc.)

Pictures of the fence and location.



Pictures of defects



Rusted fence



Not properly installed – holes left, amphibians can go through.



Holes under the fence.

Pictures of fence installed at another place after critics

