Innovation and Networks Executive Agency

Department C - Connecting Europe Facility (CEF)

AMENDMENT N° 1
TO AGREEMENT No INEA/CEF/TRAN/M2015/1129482

The **Innovation and Networks Executive Agency (INEA)** ("the Agency"), under the powers delegated by the European Commission ("the Commission"), represented for the purposes of signature of this amendment by the Head of Department C of the Agency, Andreas Boschen,

on the one part,

and

1. **RB Rail AS (RB Rail)**
Joint Stock Company
Registration No 40103845025
K. Valdemara iela 8-7
LV-1010 Riga
Latvia
VAT No LV40103845025,

[redacted]

and the following other beneficiaries:

2. Ministry of Economic Affairs and Communications of the Republic of Estonia (Min EAC - EE) - established in Estonia
3. Ministry of Transport of the Republic of Latvia (Min Tran - LV) - established in Latvia
4. Ministry of Transport and Communications of the Republic of Lithuania (MoTC - LT) - established in Lithuania
duly represented by the coordinator by virtue of the mandates included in Annex IV of the above-mentioned grant agreement for the signature of this Amendment,

hereinafter referred to collectively as “the beneficiaries”, and individually as “beneficiary” for the purposes of this Amendment where a provision applies without distinction between the coordinator or another beneficiary,

on the other part,

Having regard to the above-mentioned grant agreement concluded between the Agency and the coordinator on 15/11/2016.

Whereas:

(1) On 10/04/2017 the coordinator has requested the Agency to amend the above-mentioned grant agreement for the following reason: in light of the Contracting Scheme recently agreed by the stakeholders and related to the implementation of the Global Project Rail Baltica, the implementation plans of ERTMS have been revised. Therefore, it became apparent that the ERTMS related activities will not fit in the timeframe of this Action, which have then been withdrawn from the Action since they will be implemented at a later stage outside the scope of the grant agreement. As this directly impacts the CEF grant, the coordinator requested the reduction of the originally allocated CEF grant and the total estimated costs. The overall objectives of the Action remain unchanged.

Administrative updates relating to the change of the Coordinator's address had also to be reflected by means of this amendment.

(2) The measures provided for in this amendment do not affect the award of the Union financial aid.

HAVE AGREED AS FOLLOWS:

Article 1

(1) The details of the coordinator RB Rail AS shall read as follows:

"**RB Rail AS (RB Rail)**
Joint Stock Company
Registration No 40103845025
K. Valdemara iela 8-7
LV-1010 Riga
Latvia
VAT No LV40103845025"

(2) Article 3 "Maximum amount and form of the grant" is replaced by the following article:

"**ARTICLE 3 - MAXIMUM AMOUNT AND FORM OF THE GRANT**

The grant for the action shall be of a **maximum amount of EUR 130,193,541.**

The grant shall take the form of:

(a) the reimbursement of 85.00% of the eligible costs of the action ("reimbursement of eligible costs"), which are estimated at EUR 153,168,872 and which are:

(i) actually incurred (“reimbursement of actual costs”)
(ii) reimbursement of unit costs: not applicable
(iii) reimbursement of lump sum costs: not applicable
(iv) reimbursement of flat-rate costs: not applicable
(v) declared on the basis of an amount per unit calculated in accordance with the beneficiary’s usual cost accounting practices (“reimbursement of costs declared on the basis of the beneficiary's usual cost accounting practices”) for personnel costs

(b) unit contribution: not applicable

(c) lump sum contribution: not applicable

(d) flat-rate contribution: not applicable"

(3) Article 6.3 is replaced by the following article:

"Communication details of the beneficiaries

Any communication from the Agency to the beneficiaries shall be sent to the following addresses:

For RB Rail AS:
[redacted]

(4) Annex I shall read as follows:

"ANNEX I

DESCRIPTION OF THE ACTION

ARTICLE I.1 – IMPLEMENTATION OF THE TEN-T NETWORK

The action contributes to the implementation of:
– the core network
- Corridor(s): North Sea - Baltic.
- Pre-identified section(s) on the core network corridor(s):
- Tallinn - Riga - Kaunas - Warszawa

ARTICLE I.2 – LOCATION OF THE ACTION

I.2.1 Member State(s): Estonia, Latvia, Lithuania

I.2.2 Region(s) (using the NUTS2 nomenclature): Latvija (LV00), Eesti (EE00), Lietuva (LT00)

I.2.3 Third country(ies): not applicable

ARTICLE I.3 – SCOPE AND OBJECTIVES OF THE ACTION

The Action is the second phase of the pre-identified, cross-border "Rail Baltic/Rail Baltica" (RB) project connecting the three Baltic States with Central Europe along the North Sea – Baltic Corridor. The aim of the Global Project "Rail Baltic/Rail Baltica" (Tallinn-Riga-Kaunas-Warsaw axis) is to develop a new, EU gauge double-track electrified railway line to eliminate the technical bottleneck

due to the gauge differences (1520 mm vs. EU 1435 mm) matching the requirements of the TSI INF traffic codes P2/F1 as of 2015.
The first part of the Global Project received CEF co-financing within Actions 2014-EU-TMC-0560-M and 2014-LT-TMC-0109-M.
The railway's main technical parameters shall correspond to traffic code P2-F1 as per INF TSI (Commission Regulation 1299/2014/EU) and shall have the main technical parameters: double track, design speed on main track 240 km/h, gauge GC, design speed for turnouts on side tracks diverging from main tracks 100 km/h, axle load 22.5 t, distance between track centres at least 4.20 m on main tracks, distance between two sided passing loops approximately 50 km and main track interconnections approximately 25 km, all road crossings only as segregated grade crossings, fencing where required for the entire length, noise barriers where required, ERTMS Level 2 Baseline 2.3.0d or higher, communications system GSM-R with a view to the new generation railway communications standard, electrification 2x25 kV AC, to accommodate freight trains of up to 740 m length (spatial planning and track geometry design for a length of 1050m) and with maximum speeds of 120 km/h, and to accommodate passenger trains of up to 200 m length (spatial planning and track geometry design for a length of 400m) and with maximum speeds of 240 km/h.
Multimodal and urban node connections linking the Railway with other modes of transport and thus contributing to increase of the passenger and cargo flow of the new RB railway connection (for example TEN-T sea and airport connections in Tallinn) are considered part of the Global Project but not subject to the described technical parameters above.
The activities of the Action are located on several sites in Estonia, Latvia and Lithuania and they include assessments and studies, construction works (not including ERTMS deployment), project implementation support measures, supervision, communication and PR tasks.

The aim of this Action is to further implement all the necessary preparatory activities, to continue with the construction works and to prepare for the main construction phases of this railway, in line with the Contracting Scheme agreed by all stakeholders and entered in to force on 08/10/2016.

The expected results of the Action are the following:
1. Results for studies:
• Study on the implementation model for construction and construction logistics in Estonia;
• Study for the Pärnu freight terminal in Estonia;
• Feasibility and technical framework study for a rail bound (light rail or tram) connection from RB Ülemiste passenger terminal to TEN-T core network Tallinn passenger seaport;
• Spatial and technical analysis of the co-effect for an additional freight station/dry port terminal and buffer station in the Tallinn area;
• Study on the Estonian electricity system for RB overhead contact line;
• Archaeological studies of relevant areas along the planned route in Latvia;
• Conformity assessment of RB railway infrastructure with air navigation infrastructure and services in Latvia and specifically in the Riga International airport;
• Study on upgrading the existing 1435 mm gauge railway line in section "Polish / Lithuanian state border – Kaunas - RRT Palemonas" to traffic codes P2 and F1 of the INF TSI of 2014/1299/EU and Global Project standards including design speeds of 240 km/h;
• A special plan for the straightening and speed increase of the "Polish / Lithuanian state border – Kaunas - RRT Palemonas" railway line;
• Archaeological studies related to the selected RB route in Lithuania;

2. Results for construction works:
- Construction of a tramline link from RB Ülemiste passenger terminal to Tallinn TEN-T core network Airport;
- Construction works on the section Kaunas (Palemonas RRT)-Panevėžys-Lithuania/Latvia state

border (Phase II);
- Results for owner's supervision: owner's supervision completed in Estonia and Lithuania by the end of 2020;
- Results for project implementation: project implementation support measures in Latvia and Lithuania implemented by the end of 2020;
- Results for communication activities: communication and PR plan implemented in Lithuania by the end of 2020.

ARTICLE I.4 – ACTIVITIES

I.4.1 Activities timetable

Activity number	Activity title	Indicative start date	Indicative end date	Milestone number
1	B1.2.9: Development of implementation model for construction and construction logistics considering SEA and other constraints (EE)	[redacted]	[redacted]	1, 2
2	B1.2.10: Study of the Pärnu freight terminal (EE)	[redacted]	[redacted]	3, 4
3	B1.2.11: Feasibility and technical framework study for a rail bound (light rail or tram) connection from RB Ülemiste passenger terminal to TEN-T core network Tallinn passenger port (Old City Harbour / Vanasadam) (EE)	[redacted]	[redacted]	5, 6
4	B1.2.12: Spatial and technical analysis of the co-effect for an additional freight station/dry port terminal and buffer station in the Tallinn area, based on the results of analysis of the Muuga multimodal freight terminal (EE)	[redacted]	[redacted]	7, 8
5	B1.3.3: Cultural heritage (including archaeological heritage) studies of relevant areas along the planned route (Phase 1) (LV)	[redacted]	[redacted]	9, 10
6	B1.3.4: Conformity assessment of RB railway infrastructure with air navigation services in Latvia and specifically in the Riga International airport (LV)	[redacted]	[redacted]	11, 12
7	B1.4.1: Study on upgrading the 1435 mm gauge railway line in section "PL/LT state border - Kaunas - RRT Palemonas" to traffic codes P2 and F1 of the INF TSI of 2014 and Global Project standards	[redacted]	[redacted]	13, 14, 15, 16, 17, 18
8	B1.4.2: Preparation of the special plan for the straightening and speed increase of the "Polish / Lithuanian state border – Kaunas - RRT Palemonas" railway line (LT)	[redacted]	[redacted]	19, 20

9	B.1.4.3: A study of archaeological and cultural heritage objects and on site exploration and disposal for possible unexploded war ordnance and explosive charges on the site of 1435 mm gauge railway line from Kaunas to LT and LV state border (LT)	[redacted]	[redacted]	21, 22
10	B3.2.4: Study on reinforcement works of the RB overhead contact line (EE)	[redacted]	[redacted]	23, 24, 25
11	B3.2.5: Tramline link from RB Ülemiste passenger terminal to Tallinn TEN-T Airport (EE)	[redacted]	[redacted]	26, 27
12	B3.4.4: Construction of the section Kaunas (Palemonas RRT)- Panevėžys-LT/LV border (Phase II) (LT)	[redacted]	[redacted]	28, 29
13	B5.3.2: Project implementation support measures (LV)	[redacted]	[redacted]	30
14	B5.4.1: Project implementation support measures (LT)	[redacted]	[redacted]	31
15	B6.2.2: Owner's supervision for Tramline link from RB Ülemiste passenger terminal to Tallinn Airport (EE)	[redacted]	[redacted]	32, 33
16	B6.4.1: Owner's supervision (LT)	[redacted]	[redacted]	34, 35
17	B7.4.1: Communication and PR plan with the public (LT)	[redacted]	[redacted]	36, 37
18	Global Project management	[redacted]	[redacted]	38, 39, 40, 41, 42, 43, 44, 45

I.4.2 Activities description

<u>Activity 1</u>: B1.2.9: Development of implementation model for construction and construction logistics considering SEA and other constraints (EE)

The activity is a study for construction and construction logistics including logistics, procurement framework, building information model (BIM) implementation, connecting detailed design data for future infrastructure management including maintenance technical data pool. The need for the study arises from restrictions based on the construction process derived from SEA (restrictions on time period of construction works, restrictions on construction logistics etc.), the restrictions imposed by the results of the study on the availability of mineral resources (availability of materials in different sections, logistical restrictions etc.), and the potential need to procure construction activities in different – possible sequential - lots (in relation to the availability of funding).
Taking into account that a project of such scale has never been procured, designed or built in Estonia nor in cooperation with other Baltic States, the aim is to study different possibilities of procuring services and works. The study will include implementation scenarios for RB taking in consideration other, similar size infrastructure and construction projects implemented in the same time frame. Availability of specialized contractors and machinery in the region will also be considered.
Results will also be used for the procurement planning logic, scheduling, design and construction works. Obtained experience and recommendations will be shared with all project parties.

Activity 2: B1.2.10: Study of the Pärnu freight terminal (EE)

The study aims to analyse the proposed alternatives for the Pärnu freight terminal from the viewpoint of additional benefits for the feasibility of the Global Project, along with analysis of technical constraints that stem from the preferred alignment of RB's main line as identified during the spatial planning process.

The result of the study will be:
Part A - feasibility study, market study with freight forecast modelling, spatial and technical analysis, selection of preferred option.
Part B - spatial plan, preliminary design, CBA and environmental studies for the Pärnu freight terminal.

Activity 3: B1.2.11: Feasibility and technical framework study for a rail bound (light rail or tram) connection from RB Ülemiste passenger terminal to TEN-T core network Tallinn passenger port (Old City Harbour / Vanasadam) (EE)

The study will evaluate different possibilities of extending in Tallinn the existing tram network towards the passenger port and a new light rail shuttle connection, taking into account the limitations in and around the passenger port area. Inter alia, the "Sustainable Development Strategy of the Tallinn urban area" approved by the boards of the participating towns and municipalities in February, 2015 within the sustainable urban development framework, will be considered among other bases for the study. The activity is closely related to ongoing activities on the improvement of Tallinn Passenger Port and downtown mobility environment (pedestrian and bicycle routes, diversion of cars and lorries between city center and the port), All of these actions are integral parts of the goal to improve the multimodality of transport system and the quality of travel for the passenger by interconnecting the core mobility nodes in Tallinn, with the wider aim of achieving a more sustainable mobility environment for the RB connection in Ülemiste.
During the study different routes will be considered and compared in terms of financial and economic feasibility; the most feasible route will be selected and the preliminary design of the route conducted. The next step will be technical design and construction of the route (outside the scope of this Action). This study will be the first step in providing full integration of the RB terminal and Tallinn passenger port.
The result of the activity is the completed feasibility study.

Activity 4: B1.2.12: Spatial and technical analysis of the co-effect for an additional freight station/dry port terminal and buffer station in the Tallinn area, based on the results of analysis of the Muuga multimodal freight terminal (EE)

The need for the study arises from spatial constraints of Muuga Harbour. An assessment is necessary

for an additional dry port area for rail/road/cargo on the north-south and east-west axis that does not involve the need for maritime transport and thus could be handled outside the Muuga Harbour.
The analysis includes a study of the economic potential along the route of final alignment (economic/logistics areas and their spatial analysis and planning etc.).
The study will be related to activity A2.2.2 of the Global Project (implemented within Action 2014-EU-TMC-0560-M). There is no overlap between these two activities, as activity A2.2.2 of 2014-EU-TMC-0560-M only identifies whether additional locations for freight operations are needed or not. To enable undertaking studies for such dry-port facilities the current activity has been foreseen.
The result of the activity is the completed feasibility study.

Activity 5: B1.3.3: Cultural heritage (including archaeological heritage) studies of relevant areas along the planned route (Phase 1) (LV)

Detailed studies of cultural heritage (including archaeological heritage) – inventories in the landscape, detailed investigations and excavations in listed and potential sites and in protection zones of listed monuments along the planned alignment in Latvia - will be conducted according to conclusions provided in the Environmental Impact Assessment (EIA) and recommendations from the State Inspection for Heritage Protection.
During Phase 1:
- a site survey will be conducted along the route to confirm and map sites for further investigations or excavations,
- detailed investigations (control diggings) will be conducted for potential cultural heritage deposits identified in EIA and site survey to specify the amount of works for the Phase 2;
- excavations (including deposit conservation and relocation) will be carried out in listed cultural heritage sites identified in EIA.
Phase 2 (which is not part of this action) will conduct excavations in sites specified during Phase 1.

The studies will be conducted according to national legal acts and best international practice involving document analysis, inventories in the landscape, archaeological excavations and other necessary analysis and required administrative procedures.
The results of the activity are completed archaeological studies (incl. archaeological excavations for listed cultural heritage areas, a survey for potential heritage sites including control diggings), specifications for excavations in potential and identified cultural heritage sites for Phase 2 as well as recommendations for further archaeological supervision during the construction works.

Activity 6: B1.3.4: Conformity assessment of RB railway infrastructure with air navigation services in Latvia and specifically in the Riga International airport (LV)

Riga International Airport is TEN-T core network airport and will accommodate RB passenger station. The alignment of the railway and the planned passenger station is located very close to air traffic management centre of SJSC “Latvijas gaisa satiksme”, which provides air traffic navigation services in Latvia and at International airport “Riga” in particular.
The activity aims to study and to assess possible influence of railway structures and train operation on air traffic management service provision in Latvia and specifically at Riga International Airport.

As a result of the activity possible negative effects from proposed railway structures and train

operation will be identified and mitigation measures will be proposed. The proposed mitigation measures will be considered further in the detailed design phase (covered under Action 2014-EU-TMC-0560-M, Activity 22).
The result of the activity is the conducted study on the possible influence of the RB railway to infrastructure of air navigation services in Latvia and especially at the Riga International Airport and proposed solutions to be included in technical specifications.

Activity 7: B1.4.1: Study on upgrading the 1435 mm gauge railway line in section "PL/LT state border - Kaunas - RRT Palemonas" to traffic codes P2 and F1 of the INF TSI of 2014 and Global Project standards

The activity includes the public procurement procedures and carrying out the above study. The activity aims at comparing alternative options on this section for reaching speed, capacity and other requirements meeting in full the Global Project definition, technical parameters and relevant TSI, as defined in Article I.3 above.
The study will be the basis for undertaking the subsequent activity along this section: activity 8 (B1.4.2 Preparation of the special plan for the straightening and speed increase of the "Polish / Lithuanian state border – Kaunas - RRT Palemonas" railway line).
The study will comprise a thorough technical analysis of the technical and spatial feasibility of the upgrade of the existing newly built 1435 mm gauge railway line, the feasibility analysis of at least three options (new line as defined by AECOM study 2011, new line along existing newly built, upgrade of the existing newly built railway line and possibility to reach the predefined TSI and other technical parameters confirmed by previous step of the study) and a full CBA of the best option.
The study will provide a strategic concept for ERTMS deployment on this section. Specifically the study will investigate, how ERTMS can be successfully deployed in a time and cost efficient manner and providing a general ERTMS deployment scenario for the entire railway line (Polish / Lithuanian border – Kaunas RRT Palemonas– Tallinn), explaining in detail the section covered by this study.
LT has authorized RB Rail to procure, to manage and to deliver the study in quality and on time. In this respect, based on the Contracting Scheme agreed by the Project's stakeholders, LT has to provide the necessary authorisation letter to RB Rail to implement the study.

The expected results of this study will be:
- the completed study comparing alternative technical solutions for reaching speed capacity and other requirements meeting the Global Project definition and relevant TSI in section "Polish / Lithuanian state border – Kaunas - RRT Palemonas" in Lithuania;
- the reconfirmation that the works under the Action 2014-LT-TMC-0109-M along the section Kaunas - RRT Palemonas are on the alignment of the Global Project and therefore the section belongs to the North Sea-Baltic Core Network Corridor.

Activity 8: B1.4.2: Preparation of the special plan for the straightening and speed increase of the "Polish / Lithuanian state border – Kaunas - RRT Palemonas" railway line (LT)

The activity includes the public procurement procedures and the implementation of the special plan for the speed increase for the railway line section "Polish – Lithuanian state border – Kaunas - RRT Palemonas". The special plan will be based on the study performed within Activity 7 (B1.4.1).
The special plan is a set of spatial planning and technical documents, which sets out policies, measures and requirements for the spatial development, infrastructure development and management, and environmental safety for the specific activity – public railway infrastructure development in railway section "Lithuanian and Polish state border – Kaunas - RRT Palemonas".
It will enable the formation of land corridor for the upgraded railway line (240 km/h) including the reservation of the private land plots. Should the result of Activity 7 (B1.4.1) be that the optimum

solution for achieving the desired speed capacity and meeting the Global Project RB definition as well as requirements of relevant TSI be different from the one currently planned, LT will consequently apply for the new NATURA declaration from the Ministry of the Environment (as a regular part of the SEA/EIA process). This consent will also be submitted for information to RB Rail AS and INEA. These documents must be completed and approved by the relevant authorities before the procedures of land expropriation.
Main goals of the special plan:
1. Preparation and approval of a precise and detailed route plan and technical solutions (based on the completed study within Activity 7) to upgrade the railway line of 1435 mm gauge RRT Palemonas - Kaunas - Poland / Lithuanian state border up to the technical specifications, compatible with the traffic codes P2 and F1, set out by Commission Regulation 1299/2014 (2015 INF TSI). Scope includes and is not limited to: new sections of the line straightening, elimination of one-level road crossings and construction of separated level road-crossings and overpasses, etc.
2. Based on the railway line of 1435 mm gauge concept, determined by the approved technical solutions, second goal is the preparation the strategic environmental impact assessment (SEA), full environmental impact assessment (EIA) and formation of land corridor for the upgraded line including the reservation of the private land plots.
Outputs of the special plan are: explanatory note, schematics, drawings and technical solutions for the preferred railway line upgrade option, strategic environmental impact assessment and full environmental impact assessment, reservation list of land plots with unique numbers.
The result of the activity is a completed and approved (by the Government of the Republic of Lithuania) special plan.

<u>Activity 9</u>: B.1.4.3: A study of archaeological and cultural heritage objects and on site exploration and disposal for possible unexploded war ordnance and explosive charges on the site of 1435 mm gauge railway line from Kaunas to LT and LV state border (LT)

The activity covers the preparation of a study of archaeological and cultural heritage objects and on-site exploration and disposal for possible unexploded war ordnance and explosive charges on the site of 1435 mm gauge railway line from Kaunas to Lithuanian and Latvian state border. The study will encompass two main parts: (1) archaeological study and (2) exploration and disposal of explosives.

The archaeological study will focus on known historical sites around the new 1435 mm gauge railway line from Kaunas to the border of Lithuania and Latvia, which were identified during the preparation of Strategic Environmental Assessment and special plan. The study will also include further analysis on site for potential additional sites, which were not referred in the previous planning documentation. Archaeological studies will be completed in two phases: terrain surveillance and archaeological excavations. The output will be used for retaining archaeological sites on the basis of The European Convention on the Protection of the Archaeological Heritage.

The on-site exploration and disposal for possible unexploded war ordnance and explosive charges is based on experience gained while executing the 1435 mm gauge railway line construction works from the Polish and Lithuanian state border to Kaunas.
The study will firstly focus in identifying the areas (minefields, aerial and artillery bombardment target areas, historic tank battle areas, etc.) where the probability of finding unexploded ordinance is most likely. Secondly, the study will provide a proven methodology to carry out the most feasible type of on-site explosive exploration. Lastly, trial exploration (and disposal if necessary) will be carried out to determine the possible danger of the identified areas.

The output of the study will be used by Lithuanian authorities and will serve as input to the technical

design (implemented in Action 2014-EU-TMC-0560-M, Activity 2.4.1 "The technical design for the construction of the new line from Kaunas to LT/LV border").
The result of this activity is the completed archaeological and exploration/disposal of explosives study.

Activity 10: B3.2.4: Study on reinforcement works of the RB overhead contact line (EE)

During the spatial planning process, the locations of traction substations to feed RB overhead line were confirmed after choosing the best alignment for the new railway. Altogether four traction substations are planned in Estonia and will be connected to the national grid. To ensure needed quality of power supply from the national grid to the traction substations, additional works must be completed such as reinforcement of existing lines, construction of substations, etc.
The technical specifications for this activity have been developed in cooperation with the Transmission System Operator (Elering), in order to ensure meeting all the relevant requirements.
Outcome of the activity will be a study (e.g. environmental study) and a preliminary design for needed reinforcement [redacted] The provisional set of works needed constitutes of determining the condition of existing masts and their capability of replacing the existing cable with a higher throughput heavier cables and corresponding replacement of isolators thereof.
The result of the studies is a preliminary design for reinforcing the electrical supply network in the above mentioned areas where the grid requires upgrading to provide service levels necessary for the electrification of RB main line.

Activity 11: B3.2.5: Tramline link from RB Ülemiste passenger terminal to Tallinn TEN-T Airport (EE)

The activity consists of technical design and construction of a tramline/light rail extension from the RB Ülemiste passenger terminal to Tallinn Airport.
The tramline link will improve the connection (trams are scheduled to run every 6 minutes during peak hours; the tram line will be in a new section and main part of the existing line is separated from the rest of traffic; this will enable to avoid the impact of traffic jams) and can carry more passengers to and from the RB terminal, reducing the pollution arising from the use of private cars and taxies.

The Activity involves design and works; the technical design works have been started. After the technical design is completed and building permits obtained, the construction works will follow.
Main characteristics of the works:
• Tram line: length 1500 m (approx. 800 m double track),
• Catenary: length 1500 m
• Traction substations: 1
• Tunnel (underpass of the railway line): length approx. 230 m
• New stops: 5 (altogether 3 stations)
• Streets to be reconstructed due to laying tram tracks and due to modifications in the traffic scheme around the Airport and RB Terminal: 3 (Lennujaama, Keevise, Sepise streets directly affected by the tram line construction).
No turnouts will be installed, as they are already installed previously foreseeing the airport extension. Other necessary works to implement the tram infrastructure include the construction of: feeder cables to the catenary and catenary poles, traffic lights, a gallery connecting the airport tram stop with the airport. Existing underground utilities (water and sewage pipelines, drainage, electrical and communications cables) where necessary will be relocated or protected.
Responsible for implementing the activity will be Tallinn City Transport Company, design and

construction works will be executed by the procured contractor and supervising responsibility will lie on the contractor's supervision.

Activity 12: B3.4.4: Construction of the section Kaunas (Palemonas RRT)- Panevėžys-LT/LV border (Phase II) (LT)

The activity is the further development of the RB Global Project and continuation of Actions 2014-LT-TMC-0109-M and 2014-EU-TMC-0560-M for the development of the new 1435 mm gauge double track railway line from Kaunas (Palemonas) to Lithuanian and Latvian border.
The activity includes the public procurement procedures and construction works of the embankment including specific railway infrastructure structures for a section of the double railway line of 1435 mm gauge in the section "Kaunas (Palemonas) – Panevėžys – Latvian and Lithuanian state border".
The works are planned to cover the construction of at [redacted] North of Kaunas (Palemonas) towards Panevėžys.
Priority will be given to the construction of embankment in areas close to the grade separated crossings. The exact quantities will be defined during technical design phase (the technical design is being prepared under the Action No 2014-EU-TMC-0560-M).

The fulfilment of EU environmental law, in particular, the provisions of Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, Directive 2009/147/EC on the conservation of wild birds, Directive 92/43/EEC on the conservation of natural habitats and of wild flora and fauna, Directive 2000/60/EC establishing a framework for community policy in the field of water, is a pre-condition for the disbursement of EU financial aid to the Action. The compulsory assessments must be duly completed and approved by the competent authorities according to national law and in line with requirements of relevant EU legislation before the start of the physical intervention. If this information is not provided or is not positively assessed by the Commission services, the Agency may suspend, reduce, recover or terminate financial assistance in accordance with articles II.15, II.16, II.24.5 and II.25.4.
As soon as the development consent is given, this has to be presented to INEA.

Activity 13: B5.3.2: Project implementation support measures (LV)

Project implementation support measures include preparation of procurement documentation and overall project management (including the cost of staff) necessary for the activities implemented by Latvia in this Action. This activity also includes all necessary administrative and management sub-activities that will be carried out. Project managers will ensure that the planned activities are completed on time, with planned quality and in accordance with the planned budget. The goal is to ensure that the milestones are reached within the planned budget and according to the deadlines set in the time schedule. Technical assistance, legal support and analyses will also be performed under this activity.
The result of the activity is the successfully implemented Latvian activities in accordance with all relevant laws and regulations.

Activity 14: B5.4.1: Project implementation support measures (LT)

Project implementation support measures include preparation of procurement documentation and overall project management (including the cost of staff) necessary for the activities implemented by Lithuania in this Action.

Project managers will ensure that the planned activities are completed on time, with planned quality and in accordance with the planned budget. The goal is to ensure that the milestones are reached within the planned budget and according to the deadlines set in the time schedule. Technical assistance, legal support and analyses will also be performed under this activity.

The result of the activity is the successfully implemented Lithuanian activities in accordance with all relevant laws and regulations.

Activity 15: B6.2.2: Owner's supervision for Tramline link from RB Ülemiste passenger terminal to Tallinn Airport (EE)

Owner's supervision and FIDIC supervision for the tramline link RB Ülemiste passenger terminal - Tallinn Airport design-build works will be carried out by an independent body with required competence. Owner's supervision will cover the entire construction phase.
Owner's supervision is a requirement set by the Estonian Building Act and therefore directly connected to the construction works.

Activity 16: B6.4.1: Owner's supervision (LT)

The activity includes the public procurement procedures for, and execution of obligatory supervision -based on the national legal acts- of the works implemented in this Action by Lithuania. Owner's supervision will be carried out for activity 12.
Public procurement procedures of the technical and FIDIC supervision for construction works will be carried out alongside the public procurement procedures for construction works.
Obligation to carry out the supervision of technical design implementation during the construction works is included in the contract for preparation of technical design and is carried out by the original designer(s) under additional contract.
The activity mainly consists of technical – FIDIC supervision and supervision for technical design implementation in accordance with the national building acts and related administrative tasks. Additional supervision services (technical supervision for the preparation of technical design, etc.) may be procured if deemed necessary to facilitate the implementation of the Action. These services include construction oversight and supervision both outsourced to FIDIC engineer and carried out by independent external experts with required competence for fully independent external expert assessments.
The result of the activity is the completed Lithuanian construction works within this Action, with the accompanying supervision reports.

Activity 17: B7.4.1: Communication and PR plan with the public (LT)

Main goals of the publicity are the raised awareness and public support for project implementation and informing the public of the EU's financial support. The public support is of key importance to project implementation as well as to future use of its results, thus having an impact on the cost-benefit ratio of the project. To reach the target audience the communication efforts will be carried out towards the local residents and local governments.
The activity includes the public procurement procedures and execution of publicity measures for the implementation of the Global Project. Publicity measures will be based on a regularly updated PR plan which will include preparation of informational/promotional articles and publication in local, national, international press, advertising and informational campaign, organization of promotional–informative events and participation in national and international transport exhibitions, promotional hand–outs and other publicity measures.
The important information channel in national communication is a webpage (www.rail-baltica.lt).

It should actively inform about ongoing progress of the project and communicate with public shareholders. Also the website contains publicly available documents regarding to the project. All the communication activities, including the use of publicity measures, have to be in harmony with the Global Project's Communication strategy and suggested tools provided by the Coordinator and should be a part of the joint communication platform created by the Coordinator and Implementing bodies.
All the measures will feature necessary CEF logos, disclaimers and information about the CEF Transport co-financing.

Activity 18: Global Project management

The activity comprises project management tasks at Global Project level, necessary to reinforce the technical and administrative maturity of the Action and of the Global Project.

The activity aims to improve the project management capacity of the Global Project by increasing the administrative resources of RB Rail. This is necessary to reduce the risk of further delays in the Global Project implementation and to ensure that the action is implemented in the most efficient way. Therefore the administrative and technical capacity of the RB Rail will be increased to deal with the workload and coordination requested by this large scale project. Furthermore it will allow RB Rail to coordinate the stakeholders in order to reach agreement in outstanding major issues, such as the final alignment of the line and the management of the built infrastructure.

The key deliverables of this task are:
- the final decisions on the alignment both at National and Global Project level;
- the confirmation of the start of the studies on the management of the built infrastructure at Global Project level, as well as the agreement on the management best option;
- the allocation of the necessary staff to RB Rail [redacted]

ARTICLE I.5 – MILESTONES AND MEANS OF VERIFICATION

Milestone number	Milestone description	Indicative completion date	Means of verification
1	Contract for the implementation model for construction and construction logistics study signed	[redacted]	[redacted]
2	Submission of the implementation model for construction and construction logistics final report	[redacted]	[redacted]
3	Contract for the study of Pärnu freight terminal signed	[redacted]	[redacted]
4	Submission of the Pärnu freight terminal study	[redacted]	[redacted]
5	Contract for the feasibility study signed	[redacted]	[redacted]

			[redacted]
6	Acceptance of the feasibility study final report	[redacted]	[redacted]
7	Contract for the spatial and technical analysis of additional dry port signed	[redacted]	[redacted]
8	Submission of the spatial and technical analysis	[redacted]	[redacted]
9	Contract for the archaeological studies signed	[redacted]	[redacted]
10	Submission of the archaeological studies report	[redacted]	[redacted]
11	Contract for the conformity study signed	[redacted]	[redacted]
12	Completed conformity study	[redacted]	[redacted]
13	Acceptance of the Request for proposals including Technical Specification (Terms of Reference) for the feasibility study	[redacted]	[redacted]
14	Authorisation by LT to RB Rail AS to implement the feasibility study	[redacted]	[redacted]
15	Contract signed for the PL border-Kaunas-RRT Palemonas feasibility study	[redacted]	[redacted]
16	Acceptance of the technical feasibility report comparing solutions for the upgrade of the newly built railway line	[redacted]	[redacted]
17	Reconfirmation that the works under the Action 2014-LT-TMC-0109-M along the section Kaunas - RRT Palemonas are on the alignment of the Global Project	[redacted]	[redacted]
18	Acceptance of the feasibility study final report	[redacted]	[redacted]

19	Contract signed for the special plan	[redacted]	[redacted]
20	Approval of a completed special plan for the straightening and speed increase for the railway line section "Polish – Lithuanian state border – Kaunas - RRT Palemonas"	[redacted]	[redacted]
21	Contract signed for the archaeological and cultural heritage objects study	[redacted]	[redacted]
22	Completed archaeological and cultural heritage objects study	[redacted]	[redacted]
23	Tender published for the study and pre-design of electrical supply network reinforcement works	[redacted]	[redacted]
24	Contract signed for the study and pre-design of electrical supply network reinforcement works	[redacted]	[redacted]
25	Pre-design completed for the electrical supply network	[redacted]	[redacted]
26	Contract signed for the tramline link construction works	[redacted]	[redacted]
27	Construction works of the tramline link completed	[redacted]	[redacted]
28	Contract signed for the construction works on section Kaunas - Panevėžys - LV border (phase II)	[redacted]	[redacted]
29	Completion of the construction works of the embankment and related civil works	[redacted]	[redacted]
30	Implementation support measures completed in LV	[redacted]	[redacted]
31	Implementation support measures completed in LT	[redacted]	[redacted]
32	Contract signed for owner's supervision services	[redacted]	[redacted]
33	Owner's supervision completed	[redacted]	[redacted]
34	Contract signed for the technical and FIDIC supervision; supervision for technical design implementation - for activity 12	[redacted]	[redacted]
35	Contracts completed for the technical and FIDIC supervision; supervision for	[redacted]	[redacted]

	technical design implementation - for activity 12	[redacted]			[redacted]
36	Contract signed for the publicity measures	[redacted]			[redacted]
37	Completion of the publicity measures	[redacted]			[redacted]
38	Decision by the Supervisory Board to increase the staff of RB Rail AS [redacted]	[redacted]			[redacted]
39	Staff of RB Rail AS increased [redacted]	[redacted]			[redacted]
40	Decision on the final route alignment, Estonia	[redacted]			[redacted]
41	Decision on the final route alignment in Lithuania, North of Kaunas to LV border	[redacted]			[redacted]
42	Decision on the final route alignment in Lithuania, South of Kaunas to PL border	[redacted]			[redacted]
43	Decision on the final route alignment for the entire cross-border line Tallinn – LT/PL border	[redacted]			[redacted]
44	Start of the study on the management of the built infrastructure (study not covered by the Action)	[redacted]			[redacted]
45	Agreement between the stakeholders on the management of the built infrastructure	[redacted]			[redacted]

"

(5) Annex III shall read as follows:

"ANNEX III

ESTIMATED BUDGET OF THE ACTION

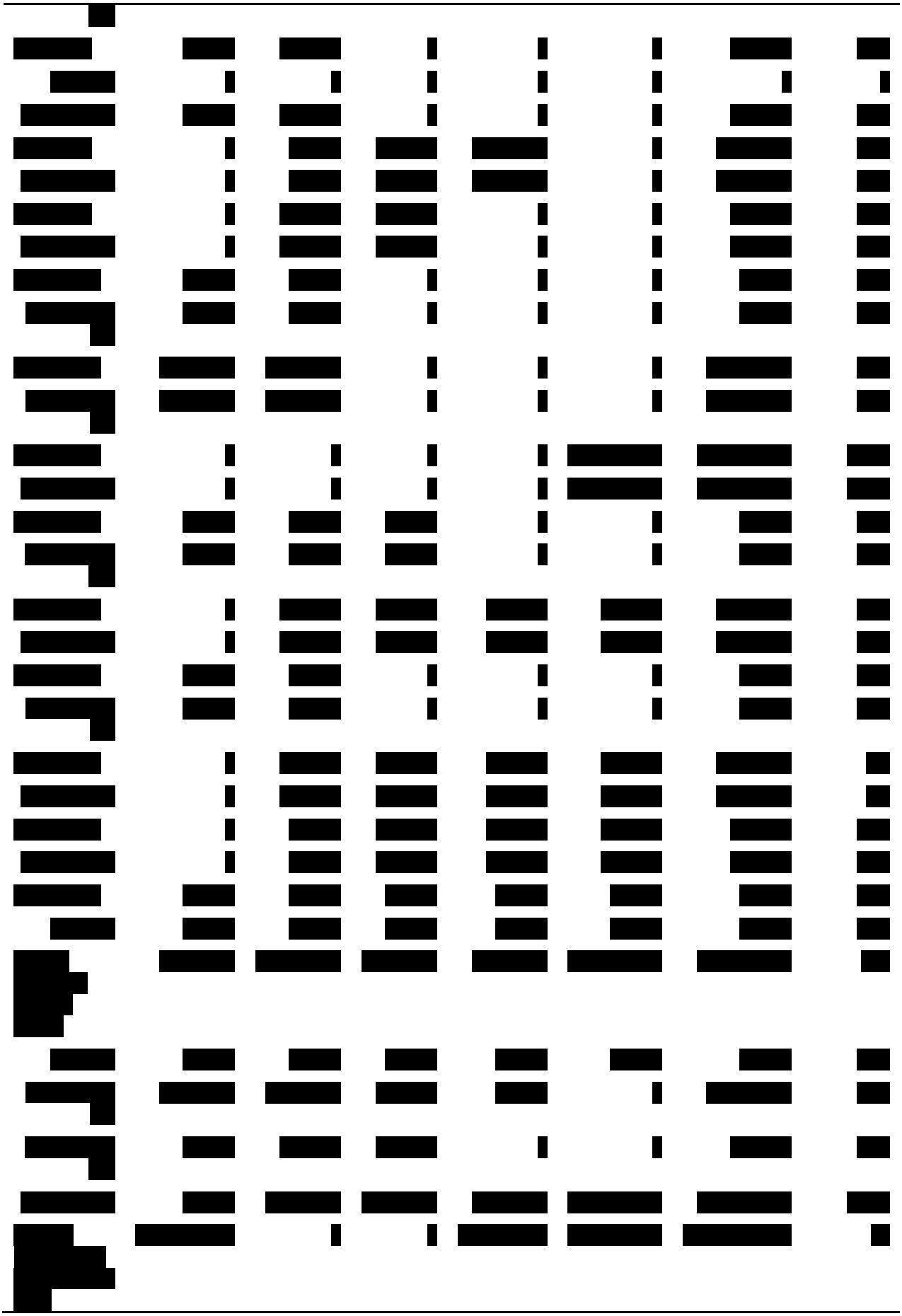
Table 1: Planned sources of financing of the eligible costs of the action

Financing sources	Amount of financial contribution to	Amount of financial contribution to	Amount of financial contribution to	Amount of financial contribution to

	the action eligible costs (EUR) RB Rail	the action eligible costs (EUR) Min EAC - EE	the action eligible costs (EUR) Min Tran - LV	the action eligible costs (EUR) MoTC - LT
1. CEF-Transport financing	51,000	10,969,855	492,762	118,679,924
2. Beneficiary's own resources	0	0	0	0
of which: (a) EIB loan	0	0	0	0
3. State budget(s)	9,000	209,177	86,958	20,943,516
4. Regional/ local budget(s)	0	1,726,680	0	0
5. Income generated by the action	0	0	0	0
6. Other sources	0	0	0	0
TOTAL	60,000	12,905,712	579,720	139,623,440

Table 2: Indicative breakdown per activity and per beneficiary of estimated eligible costs of the action (EUR)

Activities	2016	2017	2018	2019	2020	Total	Pro-rata share of the estimated eligible costs (%)
[redacted]							



[redacted]

Table 3: Indicative breakdown per beneficiary of the maximum CEF contribution (EUR)

	Estimated contribution	Pro-rata share of the maximum CEF contribution (%)
RB Rail	**51,000**	**0.04%**
Min EAC - EE	**10,969,855**	**8.43%**
Min Tran - LV	**492,762**	**0.38%**
MoTC - LT	**118,679,924**	**91.16%**
Total	**130,193,541**	**100%**

"

Article 2

All the other provisions of the grant agreement shall remain unchanged.

Article 3

The present amendment shall form an integral part of the grant agreement and it shall enter into force on the date on which it is signed by the last party. It shall take effect on the date of its entry into force.

SIGNATURES

For the coordinator

[redacted]

For the Agency

Andreas Boschen

Done at Riga, on

Done at Brussels, on

In duplicate in English