

ORIGINALAS
NEBES SIUNČIAMAS



SUSISIEKIMO MINISTERIJA

GAUTA

2015-02-12 Nr. 1-1915

A. Štaliūnaitis
Darbu

Ministerijos kanceliariaus

Tomas Karpavičius

LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA

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Susisiekimo ministerijai
Užsienio reikalų ministerijai
Valstybinei saugomų teritorijų tarnybai

2015-02-12

Nr. (10-3)-D8-1125

Nr.

DĖL EUROPINIO STANDARTO GELEŽINKELIO LINIJOS RAIL BALTICA 2
LATVIJOJE PROJEKTO

Latvijos Respublikos valstybinis aplinkos apsaugos biuras, vadovaudamasis Europos Parlamento ir Tarybos direktyvos 2011/92/ES dėl tam tikrų valstybės ir privačių projektų poveikio aplinkai vertinimo 7 straipsniu ir JT Konvencijos dėl poveikio aplinkai vertinimo tarpvalstybiniame kontekste (toliau – Espo konvencija) 3 straipsniu, informavo Aplinkos ministeriją apie Latvijoje pradedamą Europinio standarto geležinkelio linijos Rail Baltica 2 projekto (toliau – Projektas) poveikio aplinkai vertinimo procesą ir paprašė nurodyti, ar Lietuva ketina dalyvauti tarpvalstybinio poveikio aplinkai vertinimo procedūroje. Pagal Lietuvos Respublikos planuojamos ūkinės veiklos poveikio aplinkai vertinimo įstatymo ir Espo konvencijos nuostatas Lietuva apie Latvijoje planuojamą Projektą turi informuoti savo šalies valstybės institucijas. Siunčiame Jums Latvijos pateiktą informaciją apie planuojamą Projektą, prašome ją išnagrinėti ir iki š. m. vasario 27 d. pateikti nuomonę dėl galimo Projekto įgyvendinimo poveikio Lietuvos aplinkai.

PRIDEDAMA:

1. Latvijos Respublikos valstybinio aplinkos apsaugos biuro pranešimas apie Europinio standarto geležinkelio linijos Rail Baltica 2 projektą (anglų k.), 2 lapai.
2. Projekto aprašymas (anglų k.), 12 lapų.

Aplinkos viceministras

Algirdas Genevičius

R. Revoldienė, 8 706 63653, el. p. r.revoldiene@am.lt



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Vides pārraudzības valsts birojs

Environment State Bureau of the Republic of Latvia

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Riga

February 5, 2015 No 3-02/203

Mr. Ado Lohmus
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Ms. Katarzyna Twardowska
Ms. Paulina Filipiak
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Wawelska 52/54
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POLAND

Notification of the proposed activity in accordance with Article 7 of the Directive 2011/92/EU On the assessment of the effects of certain public and private projects on the environment and Article 3 of the UN Convention on Environmental Impact Assessment in a Transboundary Context (Espoo Convention)

As Party of Origin Latvia hereby notifies according to Article 3 of the UN Convention *On Environmental Impact Assessment in a Transboundary Context* (hereinafter the Espoo Convention) and Article 7 of the Directive 2011/92/EU of the European Parliament and of the Council *On the assessment of the effects of certain public and private projects on the environment* (hereinafter the Directive 2011/92/EU) about the initiation of environmental impact assessment procedure (hereinafter EIA) of the development project "*Construction of European gauge public railway line "Rail Baltic 2" infrastructure*" (hereinafter The Project).

Information about The Project and the context of transboundary impact:

1. The Project developer is the Ministry of Transport of the Republic of Latvia (hereinafter – The Developer).

2. The Project intends construction of European gauge public railway line "*Rail Baltic 2*" infrastructure and it is listed under the point 7.a) of Annex I of the Directive 2011/92/EU and point 7 of Annex 1 of the Espoo Convention.
3. The decision about necessity of EIA of The Project was issued on October 29, 2014. EIA Programme is not issued and the initial public consultation is not started.
4. The Project is planned only in the territory of jurisdiction of the Republic of Latvia and envisages construction works of a new European gauge public railway line from the border of the Republic of Latvia with the Republic of Estonia in Salacgriva district to the border of the Republic of Latvia with the Republic of Lithuania in Bauskas district. The Project also includes associated infrastructure objects, such as connecting lines, intermodal terminals, load facilities, depots, electric power supply lines and roads. Preliminary information about The Project, associated works, construction sites and affected territories submitted by The Developer for the purpose of EIA initiation, is included in the Annex I of this notification. Information about the proposed alternatives of *Rail Baltic* railway line in the territory of the Republic of Latvia and their location is included in the Annex II of this notification.
5. The Project "*Construction of European gauge public railway line "Rail Baltic 2" infrastructure*" is part of a larger project of transboundary scale - the EU Trans-European Transport Network development, linking railway infrastructure of Baltic States with Poland and other parts of Western Europe. Thereby individual construction works to be carried out in the territory of the Republic of Latvia in cumulation with similar projects within territory of bordering countries (the Republic of Estonia and the Republic of Lithuania) do comprise preconditions for changes that have transboundary context. Integration of railway infrastructure of Baltic States with Poland and other parts of Western Europe could lead to growing trade and traffic flow. Hence overall impact of the new EU railway corridor on the environment and The Project as part of it - can be significant.

Information about EIA procedure in Latvia

The EIA process follows regulations set out in the law on Environmental Impact Assessment. The Environmental State Bureau is the authority responsible for coordinating the activities relating to the EIA. EIA must be carried out before the development consent of the intended activity and consists of procedures in order to assess the possible impact of the implementation of intended activity on the environment, to develop proposals for the prevention or mitigation of negative effects or to prohibit the initiation of an intended activity in case of the violation of the requirements specified in regulatory enactments. After initiation of EIA, the developer shall request an EIA Programme and ensure initial information about the intended activity to the public. EIA is carried out and financed by the project developer. EIA report shall be made available and consulted with the public, a public hearing of the EIA report shall be organized and a reasoned opinion on the EIA report shall be requested. The competent authority responsible for issuing the decision of necessity of EIA, EIA Programme as well as a reasoned opinion on the EIA report is Environment State Bureau.

More detailed information about the procedures and their time frames including an indication of the time schedule for transmittal of comments will be provided upon receipt of a response from the affected parties indicating their desire to participate in EIA.

The nature of the possible decision:

EIA is a procedure in order to identify, describe and assess in an appropriate manner the direct and indirect effects of The Project on the environment and compare the alternative options of *Rail Baltic* railway line in the territory of the Republic of Latvia. Based on the results of EIA a decision of development consent will be issued, entitling The Developer to proceed with The Project alternative optimal from the environmental, social and economic standpoint.

Points of contact:

1. The Project developer is the Ministry of Transport of the Republic of Latvia, 3 Gogola str., Riga, Latvia, LV-1743, telephone: +371 67028210, fax: +371 67217180, e-mail: satiksmes.ministrija@sam.gov.lv; contact person: Mr.Kaspars Vingris (telephone: + 371 67028275, e-mail: kaspars.vingris@sam.gov.lv).
2. Contacts for the authority responsible for coordinating activities relating to the EIA in transboundary context: Environment State Bureau of the Republic of Latvia, 23 Rupniecibas str. Riga, Latvia, LV-1045, telephone: +371 67321173, fax: +371 67231049, e-mail: vpvb@vpvb.gov.lv; contact person: Mrs.Iveta Jegere (telephone: +371 67770818, e-mail: iveta.jegere@vpvb.gov.lv).

Information about the requested response:

According to the principles of the Directive 2011/92/EU as well as Espoo Convention where a party of origin for a proposed activity listed in Annex I considers that the proposed activity is likely to cause a significant transboundary impact, the party of origin shall, for the purposes of ensuring adequate and effective consultations, notify any party which it considers may be an affected party as early as possible and no later than when informing its own public about that proposed activity.

Referring to Article 3.3.of the Espoo Convention Latvia kindly asks the addressed Parties to respond until March 14, 2015 at the latest and:

- acknowledge the receipt of the notification;
- indicate, whether your country intends to participate in the EIA procedure;
- provide comments concerning the scope for the assessment of the environmental impacts of The Project on your territory;
- submit any comments you might receive from the public in your country.

Response to this notification shall be sent to Environment State Bureau of the Republic of Latvia (address: 23 Rupniecibas str. Riga, Latvia, LV-1045, e-mail: vpvb@vpvb.gov.lv) as well as Espoo Convention focal point: Ms. Sandija Balka (address: Ministry of Environmental Protection and Regional development, 25 Peldu street, Latvia, LV-1494, e-mail: sandija.balka@varam.gov.lv).

The Developer plans to prepare the EIA documentation that will be sent according to the provisions of the Espoo Convention to the Affected Parties, who will have indicated their wish to participate in EIA procedures.

Attachments (documents elaborated by The Developer):

1. *Description of the Project, associated works, construction sites and affected territories submitted by The Developer for the purpose of EIA initiation – 11 pages.*
2. *Information about the proposed alternatives and their location – 1 page.*

Yours sincerely



Arnolds Lukševics

Director of Environment State Bureau of The Republic of Latvia

I.Jegere, phone: +371 67770818, e-mail: iveta.jegere@vpv.gov.lv

An application for making a decision on applying the environmental impact assessment (EIA) procedure for the proposed activity

1. Time and place of preparing an application

Riga, 22 October 2014

2. Initiator of the proposed activity

The Ministry of Transport of the Republic of Latvia, Gogoļa iela 3, Riga, LV-1743, tel. 67028275, e-mail: kaspars.vingris@sam.gov.lv.

3. Proposed activity

Construction of the European standard gauge public railway infrastructure line *Rail Baltica 2*

4. Information about the proposed activity, the possible places of the proposed activity (specify addresses and cadastre numbers of land plots, if possible) and types of the applicable technologies, as well as the required infrastructure objects

Information about the proposed activity

The *Rail Baltica 2* project will facilitate integration of the Baltic transport infrastructure system into the European Union transport network, as well as sustainable and multilateral development and competitiveness of the national economy, and also improve the possibilities of freight and passenger traffic along the north-south corridor.

The *Rail Baltica 2* project as a strategic public railway infrastructure project is included in the Sustainable Development Strategy of Latvia until 2013, the National Development Plan for 2014–2020, the Transport Development Guidelines for 2014–2020 and in the European documentation.

The proposed activity is construction of a new public railway line (Clause 9 of Annex 1 to the Law on Environmental Impact Assessment). Environmental impact assessment of the proposed activity will be carried out within the project "Detailed technical study and environmental impact assessment of the Latvian section of the European standard gauge railway line *Rail Baltica*" (hereinafter – the Project) that based on a contract concluded with the Ministry of Transport of the Republic of Latvia is implemented by the general partnership *RB Latvija*.

This project is a continuation of the previous study "Feasibility study and technical studies of a new European standard gauge railway line in Estonia, Latvia and Lithuania (*Rail Baltica* corridor)" that was carried out by AECOM Ltd. as per the order of the Ministries of Transport of Estonia, Latvia and Lithuania (hereinafter – the Feasibility Study).

The proposed activity "Construction of the European standard gauge public railway infrastructure line *Rail Baltica 2*" is a part of developing the north-south transport corridor of the TEN-T network that will connect the Baltic countries with the railway network of Poland and other EU countries.

The proposed activity includes:

- construction of the *Rail Baltica 2* main line in the territory of Latvia from the Estonian border up to the Lithuanian border (hereinafter - the *Rail Baltica 2* main line);
- construction of the *Rail Baltica 2* branch line to Riga;
- construction of a connecting line of the *Rail Baltica 2* main line to Riga International Airport and infrastructure of the right and left bank of the River Daugava;
- construction of other related infrastructure (freight and passenger terminals, service point, depot etc.);
- construction of the *Rail Baltica 2* branch line to Riga;
- reconstruction of other infrastructure at crossings (roads, gas mains etc.).

The *Rail Baltica 2* railway line is an electrified dual track railway line designed for a combined traffic of both passenger and freight trains. It is projected to build the *Rail Baltica* international passenger terminal in Riga City and Riga International Airport, and in Saulkalne - a multimodal freight terminal (1435 mm and 1520 mm railway, motorway).

The length of the railway main line is approximately 200 km and it starts from the Estonian-Latvian border crossing in Salacgriva County, crosses the River Daugava near Saulkalne and stretches down to the Latvian-Lithuanian border crossing in Bauska County.

The projected maximum speed on the railway line is 240 km/h wherewith envisaging the minimum curve radius of 4700 m that ensures the maximum driving comfort at the maximum permissible cant of the outer rail in the curves.

Information about alternative solutions of the proposed activity that will be given for initial public consultation for which an environmental impact assessment programme will be requested and environmental impact assessment will be carried out, will be updated and included in the application to the Environment State Bureau for preparation of the environmental impact assessment programme. Henceforward information about the versions of *Rail Baltica 2* main line and *Rail Baltica 2* branch line to Riga and types of the applicable technologies available at this stage of the project is given.

Information about the possible places of implementing the proposed activity

Within the feasibility study, the basic version of the *Rail Baltica 2* line in Latvia, Lithuania and Estonia including border crossings has been elaborated and agreed among all three Baltic countries.

A detailed study of the basic version of the feasibility study and other possible versions of location of the line (in total more than 50 versions and various combinations thereof) has been already performed within this project.

The core corridors of the *Rail Baltica 2* main line and *Rail Baltica 2* branch line to Riga that at the current stage of the project are undergoing a detailed multi-criteria analysis including taking into consideration environmental and nature protection criteria, are given in Fig. 1.

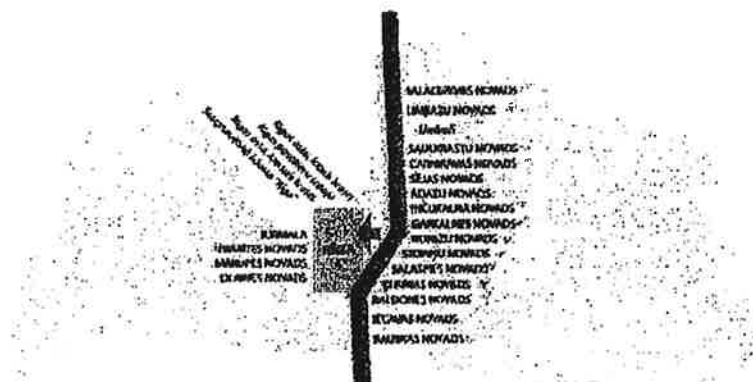


Fig. 1. Core corridors of the *Rail Baltica 2* main line and *Rail Baltica 2* branch line to Riga.

They are located or cross the following counties, cities and towns:

- Salacgrīva County
- Limbaži County
- Seja County
- Adazi County
- Garkalne County
- Incukalns County
- Ropazi County
- Stopini County
- Salaspils County
- Kekava County
- Baldone County
- Rīga
- Saulkrasti County
- Carnikava County
- Olaine County
- Marupe County
- Babīte County
- Jurmala
- Iecava County
- Bauska County

As a result of the multi-criteria analysis a decision will be made on the versions of *Rail Baltica 2* main line and *Rail Baltica 2* branch line to Riga that will be approved for further study including environmental impact assessment.

The *Rail Baltica 2* main line and *Rail Baltica 2* branch line to Riga, as well as precise alternatives that require an environmental impact assessment, will be specified in the initiator's written request to the Environment State Bureau to develop a programme for environmental impact assessment of the proposed activity.

Information about the types of applicable technologies

The *Rail Baltica 2* railway line is an electrified dual track railway line designed for a combined traffic of both passenger and freight trains. The projected speed of the railway line is 240 km/h. It is planned to locate sidings after every 50 km on average, whereas rail connection switch points – after every 20 km on average. A standard transverse profile of *Rail Baltica* is given in Fig. 2.

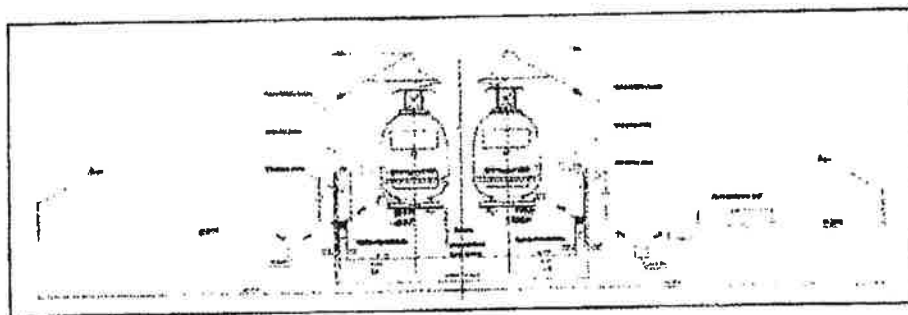


Fig. 2. Standard transverse profile of the *Rail Baltica*.

Information about the possible construction technologies will be included in the initiator's written request to the Environment State Bureau to develop a programme for environmental impact assessment of the proposed activity.

Information about the required infrastructure objects

At the current stage of the project it is expected that the following infrastructure objects will be required:

- bridges across the large rivers (Daugava, Gauja);
- bridges across the medium-sized rivers (Mūsa, Mēmele, Salaca, Iecava, Mazā Jugla, Lielā Jugla, Svētupe, Misa, Tumšupe, Vitrupe);
- bridges across the small rivers (Jaunupe, Ķekava, Ceraukste, Ķivulurga, Krievupe, Pēterupe, Ķišupe, Mazupīte, Aģe, Liepupe, Milgrāvis, Bērzene);
- two-level crossings with motorways, streets and 1520 mm railway tracks;
- viaducts across valleys, ravines and other lowered terrains;
- other necessary crossings for pedestrians, farmers and other economic activity;
- wildlife crossings (green tunnels and bridges);
- power supply substations;

- railway overpasses or tunnels in places where level crossing with the existing 1520 mm railway tracks is not possible. The shorter tunnels will be build as one joint tunnel for both railway tracks. For the long tunnels it is projected to build a separate tunnel for each railway track where both tunnels at certain distances are interconnected with safety gates.

5. Technological information according to the selected solution of the proposed activity

5.1. The main raw materials and their annual volume or construction materials (in case of building a road, railway line or airport) and their volume for construction of the object. Specify all hazardous chemicals and mixtures, as well as other raw materials whose consumption exceeds 100 kg a year

The following main construction materials/building products will be used for construction of the *Rail Baltica 2* railway line:

- soil with proper bearing capacity for construction of a roadbed and replacement of weak soils;
- drainage soil/protective layer for construction of a roadbed;
- granite splinter ballast;
- reinforced concrete railway sleepers with flexible rail fastenings;
- rails and rail products (switches, compensators etc.);
- reinforced concrete products for bridges, viaducts, flyovers, tunnels;
- reinforced concrete and metal products for culverts;
- cables, wires, equipment for power supply, catenary system, alarm and telecommunication systems;
- sound absorbing and/or reflective walls;
- separating fencing.

5.2. Output and its volume (per year)

According to the performed Feasibility Study, the projected volume of transportation is as follows:

- | | |
|----------------------------------|-----------------------|
| • International passenger trains | 9 train-pairs a day; |
| • Freight trains | 21 train-pair a day; |
| • Other railway traffic | 72 train-pairs a day. |

During the EIA process the output data and assumptions will be updated, as well as modelling of transportation will be carried out and the expected volumes of transportation will be specified.

5.3. The expected water consumption (cubic metres per day, month or year)

Operation of the *Rail Baltica 2* railway line is not connected with water consumption.

During construction, water will be used for construction works as needed, as well as for meeting the workers' household and sanitary needs.

5.4. Water supply solution, provision of the usable water abstraction source with water resources (surface or underground water)

It is not necessary to solve water supply issues for ensuring operation of the *Rail Baltica 2* railway line. During construction, water supply will be organized locally as needed.

5.5. Wastewater management solution, the projected volume of wastewater (cubic meters per day, month or year), pollutants in wastewater, their concentration before and after treatment, wastewater discharge place

For the purposes of discharging stormwater along the entire length of the railway it is projected to build stormwater discharge facilities that will ensure discharge of water from the roadbed securing the bearing properties of the roadbed. In normal operational conditions stormwater will not be polluted and will be discharged into the environment without additional treatment. Their pollution is possible as a result of a technical failure or accident. Procedure for polluted stormwater management will be established in the action plans to be implemented in case of technical failures and accidents.

In boggy and wet places, it is projected to build water discharge systems that will ensure bearing capacity of the foundation in the railway roadbed construction area.

Management of household wastewater accumulated during construction will be ensured by entrusting its collection to merchants who have obtained the necessary permits thereof.

Management of industrial wastewater accumulated during construction will be ensured according to the requirements of the regulatory enactments.

5.6. Heat supply solution, the expected fuel, its volume and capacity for a combustion plant

Operation of the *Rail Baltica 2* railway line is not connected with the need to provide heat supply and use combustion plants.

5.7. Emission of pollutants in air, water and soil (pollutants and their concentration), malodours

Air pollution is expected during construction that will be caused by emissions of nitrogen dioxide (NO₂), carbon monoxide (CO) and PM₁₀ and PM_{2.5} particles of the vehicles involved in the construction works.

No substantial emissions of air pollutants are expected during operation of the *Rail Baltica 2* railway line because electrified means of traction will be used. Emissions of PM₁₀ and PM_{2.5} particles or recurrent movement (suspension) of the particles in the environment is possible in connection with the railway traffic. Having regard to that it is planned to transport also dangerous freights on the newly built railway line, a possible factor affecting the air quality might be escape

of volatile substances in air in case of accidents. We are planning to assess this aspect as a risk of the proposed activity.

Emissions of pollutants in water and soil are possible during emergencies or accidents.

5.8. Waste of technological processes (including hazardous waste), by-products and expected waste management

Waste of technological processes will be mainly created during maintenance and repair works. Their management will be ensured according to the requirements of the regulatory enactments.

5.9. Physical impacts (e.g. electromagnetic radiation, vibration, noise)

Physical impact (noise, vibration) is expected both during construction and operation. The *Rail Baltica 2* railway line is a long linear object crossing territories that are used for different purposes – residential areas with residential buildings, agricultural land, forests etc.

Noise assessment (modelling) will be made for the whole railway line when preparing it for the designed (constructed railway line) situation comparing to the existing situation.

Values acquired as a result of the environmental noise modelling will be compared to the threshold limit values for noise defined in the Cabinet Regulation No. 16 "Noise Assessment and Management Procedure" adopted on 7 January 2014 – L_{daily} – daily noise index, L_{day} – noise index during the day, $L_{evening}$ – noise index in the evening, L_{night} – noise index at night. During assessment those places will be identified where as a result of implementation of the proposed activity (the projected situation) it is expected that the threshold limit values for noise will be exceeded and where measures for reducing the noise level should be envisaged. Efficiency of the projected anti-noise measures will be assessed during the study by modelling noise distribution for each type of anti-noise solutions.

For the purposes of noise level assessment we will use the noise forecasting and modelling software that meets requirements of the Cabinet Regulation No. 16 adopted on 7 January 2014.

Depending on the technology used in construction of the railway including its structural elements, flyovers and bridges, as well as during operation of the railway, a higher level of vibrations is expected in its neighbourhood. Laws and regulations of the Republic of Latvia do not stipulate permissible threshold limit values for vibration. Contact of the train wheels with the railway track can be considered as the most important source of vibration caused as a result of the railway traffic. The level of vibration caused depends both on the technical quality of railway and smoothness of the train wheels. An important factor in causing vibration is also a type of trains, namely, heavy freight trains normally cause a higher vibration than comparatively lighter passenger trains. Vibration during construction works is caused by pile driving that is necessary for construction of bridges and flyovers. The nature and distribution of vibration

depends on the soil composition and pile driving technology. Vibration damping features comparing to other types of soil are characteristic to sand soils. During the study we will assess the possible impact of vibration caused by the proposed activity on buildings and other structures both during construction and operation. In order to reduce, if necessary, the impact of vibration, technical solutions will be envisaged that reduce vibration, or compensatory measures will be planned (e.g. for protection of buildings against an increased vibration caused by the proposed activity).

The newly constructable railway line is a construction for which the most up-to-date technologies are planned to be used that by default will include solutions with comparatively lower noise and vibration level than former railway technical solutions used in Latvia.

6. Information whether the possible place of the proposed activity is located in a specially protected nature territory or microreserve

The projected *Rail Baltica 2* railway line may potentially cause an impact on several specially protected nature territories (NATURA 2000) and the specially protected nature territory – North Vidzeme Biosphere Reserve. The table below gives a summary of these territories.

Table 1. Specially protected nature territories (SPNT) in close proximity to the *Rail Baltica 2* line corridor

Name of the SPNT	The most significant virtues of nature, expected studies and aspects of assessment
Salaca Valley Nature Park	A significant territory for protection of several habitats of the EU Habitats Directive. Individual rules of protection and use, as well as the nature protection plan has been developed for the Salaca Valley Nature Park.
Vitrupe Valley Nature Reserve	A significant place for preservation of hill-slope forests and a rare species defined in Annex 2 of the EU Habitats Directive – the round-mouthed whorl snail (<i>Vertigo genesii</i>), that is one of the four known habitats in Latvia for this species. Individual rules of protection and use, as well as the nature protection plan has been developed for the Vitrupe Valley Nature Reserve.
Adazi Protected Landscape Area	The most significant place in the country for preserving a habitat of dry sand heaths with <i>Calluna vulgaris</i> and <i>Empetrum nigrum</i> . This territory is a habitat for a large number of protected species of flora and fauna. The nature protection plan has been developed for the Adazi Protected Landscape Area. Individual rules of protection and use have not been developed for this territory.
Dzelves Krons Bog Nature Reserve	A large variety of bird fauna and habitats is characteristic to this territory. A nesting place for many specially protected bird species. Neither individual rules of protection and use, nor the nature protection plan has been developed for this territory.

Name of the SPNT	The most significant virtues of nature, expected studies and aspects of assessment
Piejūra Nature Park	This territory has been formed for protection of many rare and protected coastal habitats including the EU priority habitats. This territory is a habitat for many rare and specially protected species of flora and fauna. Individual rules of protection and use, as well as the nature protection plan has been developed for the Piejūra Nature Park.
Garkalne Forests Nature Reserve	The forests of Garkalne are the largest nesting place for the European roller (<i>Coracias garrulus</i>) in Latvia. Individual rules of protection and use, as well as the nature protection plan has been developed for the Garkalne Forests Nature Reserve.
Beberbeki Nature Park	The territory has been formed for protection of biologically valuable pine plantations. Individual rules of protection and use, as well as the nature protection plan has been developed for the Beberbeki Nature Park.
Vecdaugava Nature Reserve	This is a significant territory for protection of open inland dunes with <i>Corynephorus</i> grasslands and seaside meadows. The nature protection plan has been developed for the Nature Reserve. Individual rules of protection and use have not been developed for the Nature Reserve.
North Vidzeme Biosphere Reserve	The Biosphere Reserve represents internationally recognized terrestrial and Baltic coastal ecosystems characteristic to a temperate forest zone. To ensure preservation of landscapes, ecosystems, species and genetic diversity of the territory and promote sustainable economic development, the territory of the Biosphere Reserve is divided into functional zones (landscape protection zones and neutral zones). The territory includes the Salaca Valley Nature Park and Vitrupe Valley Nature Reserve.

7. Information about the distance (in km) from the possible location of the proposed activity to the border of the protected nature territory of European significance (NATURA 2000)

Information about the distance in km from the locations of implementation of the proposed activity to the border of the protected nature territories of European significance (NATURA 2000) will be specified in the initiator's written request to the Environment State Bureau to develop a programme for environmental impact assessment of the proposed activity.

8. Environmental impact assessment of the proposed activity and the projected measures for reducing or eliminating a negative impact

The proposed activity may affect water courses both during construction and operation. The environmental impact study will assess at least the following aspects: hydrological conditions, water quality, hydrobiological conditions and fish resources, flood risk and flooding territories. Since the significance of impact is determined by both the size of a water course to be crossed, its hydrological conditions and environmental condition, and the projected type of a technical solution of the crossing, it is expected that the most significant impact will be on the large and medium-sized rivers.

Wherever it is necessary (water courses, ditches, land reclamation systems, hollows etc.), culverts/bridges will be constructed in the roadbed to ensure that the hydrological conditions of the particular territories do not become worse.

The most significant impact on groundwater and underground water is possible during construction. During the study we will analyse the groundwater levels and flow directions, the possible relief places in order to choose the most appropriate way of construction that causes as low impact on groundwater and artesian water as possible.

Stopini, Salaspils and Baldone counties whose territories will be crossed by the *Rail Baltica 2* railway line, are characterized by complicated geological conditions - geologic risk zones with gypsum and dolomite sediments. It is possible that these territories are affected by contemporary geological processes such as karst process in which both open and closed forms of a karst, as well as landslides may form. The possible risk regions will be identified during the study to develop safe technical solutions.

The newly constructable railway line will cross marshlands and wetlands. During the study bogged and poorly drained surface water run-off areas, as well as flooding areas will be identified that will be crossed by the territory of the proposed activity, and the impact of the newly constructable railway line on these territories will be assessed both during construction and operation. In case of need, measures for eliminating or preventing negative consequences will be envisaged.

The proposed activity will affect the NATURA 2000 territories during construction works and also during operation in cases when the railway line crosses such nature territories. Impact on ecological functions and integrity of these territories, as well as on the purposes of their formation and protection will be assessed based on the Cabinet Regulation No. 300 "Procedure for Assessing Impact on Specially Protected Nature Territories of European Significance (Natura 2000)" adopted on 19 April 2011. In view of significance of the impact, measures will be planned, if necessary, for reducing or compensating such impact.



Any activity causes a certain risk both to the public and environment, as well as to infrastructure and objects located in close proximity. Railway traffic may also cause a risk, in particular in places where different traffic flows collide, e.g. railway traffic and passengers or pedestrians, or cyclists or motor traffic. Within the scope of the study, a risk assessment will be carried out and, if necessary, measures will be planned for reducing the risk level.

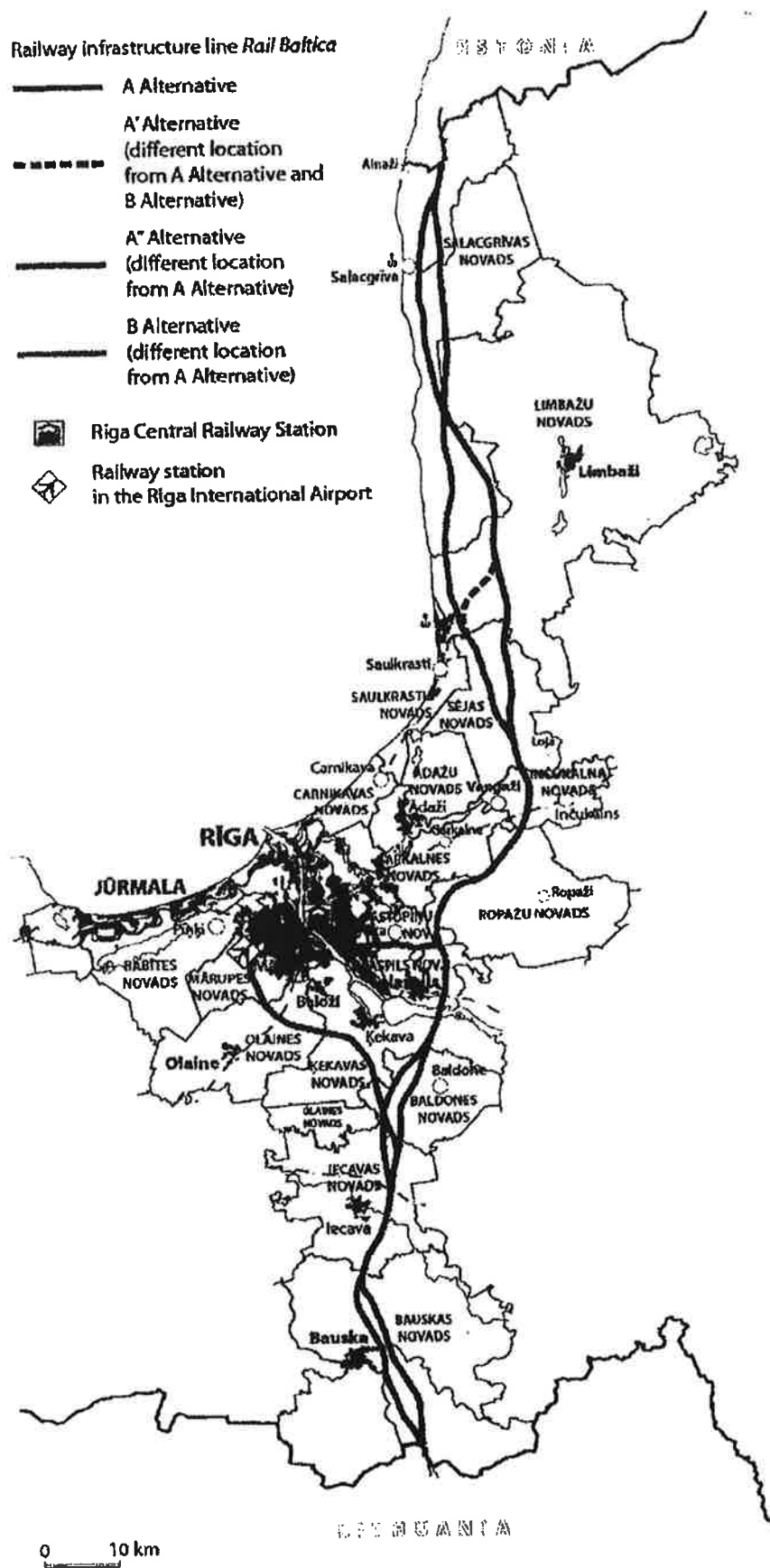
Information about the increased risk objects and territories located in the territory of the proposed activity or in its close proximity, will be collected. The areas of their impact will be identified and the possibility of locating the newly constructable railway line close to such risk objects will be assessed. The nuclear waste repository *Radons* and Incukalns underground gas storage facility of JSC *Latvijas Gaze* are located in close proximity of the proposed activity. These factors will be taken into consideration when choosing the disposition of the line.

The projected *Rail Baltica* railway line may potentially cause an impact on cultural monuments. Information about the cultural monuments located in the territory of the proposed activity or in its close proximity, as well as about their protection zones will be collected.

It is expected that the proposed activity will have a significant impact on landscape because the projected *Rail Baltica* railway line and its corridor will be a new linear object in the existing landscape and will cross valuable landscape regions. The expected impact of the proposed activity on the identified landscape areas, sceneries and structural elements of the landscape will be assessed during the environmental impact assessment. During the study we will prepare cartographic materials with landscape types and sceneries in order to show graphically the landscape structures in the territory of the proposed activity, as well as changes in sceneries after implementation of the proposed activity. As a result of the assessment, proposals will be prepared for measures that eliminate the expected impact on landscapes.

Railway infrastructure line *Rail Baltica*

- A Alternative
- A' Alternative
(different location
from A Alternative and
B Alternative)
- A" Alternative
(different location
from A Alternative)
- B Alternative
(different location
from A Alternative)
-  Riga Central Railway Station
-  Railway station
in the Riga International Airport



Kanceliarija

From: avilys@sumin.lt
Sent: 2015 m. vasaris 17 d. 15:57
To: lgkanc@litrail.lt
Subject: LRSM Data 2015-02-17 Nr. 120-2-14
Attachments: 120-2-14_001.pdf

Dokumento Nr. 120-2-14, data 2015-02-17 Dokumento antraštė DĖL EUROPINIO STANDARTO GELEŽINKELIO LINIJOS PROJEKTO „RAIL BALTICA“ LATVIJOJE Prašome patvirtinti siunčiamo dokumento gavimą. Registratoriaus komentaras: asta.varniene@sumin.lt Asta Varnienė Geležinkelių transporto skyrius Vyriausioji specialistė Lietuvos Respublikos susisiekimo ministerija Gedimino pr. 17, Vilnius, Lietuva tel. <http://www.sumin.lt>



LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA
THE MINISTRY OF ENVIRONMENT OF THE REPUBLIC OF LITHUANIA

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Environment State Bureau of the
Republic of Latvia
Rupniecibas str. 23, Riga
LV-1045 Latvia

9 March 2015
5 February 2015

No (10-3)-D8-1817
No 3-02/203

Ms. Sandija Balka
Ministry of Environmental Protection and
Regional Development
Peldu str. 25, Riga
LV-1494 Latvia

**REGARDING NOTIFICATION IN ACCORDANCE WITH ARTICLE 7 OF THE
DIRECTIVE 2011/92/EU ON THE ASSESSMENT OF THE EFFECTS OF
CERTAIN PUBLIC AND PRIVATE PROJECTS ON THE ENVIRONMENT AND
ARTICLE 3 OF THE CONVENTION ON ENVIRONMENTAL IMPACT
ASSESSMENT IN A TRANSBOUNDARY CONTEXT (ESPOO CONVENTION)
FOR THE PROJECT CONSTRUCTION OF EUROPEAN GAUGE PUBLIC
RAILWAY LINE „RAIL BALTICA2“ INFRASTRUCTURE**

The Ministry of Environment of the Republic of Lithuania would like to thank you for notification dated 5 of February 2015 No 3-02/203 about the initiation of environmental impact assessment procedure of the development project “Construction of European gauge public railway line “Rail Baltica 2” (hereinafter – Project) infrastructure and for the information about the project and its proposed alternatives.

The Project “Construction of European gauge public railway line “Rail Baltica 2” infrastructure is part of a larger project of transboundary scale – the EU Trans-European Transport Network development, linking railway infrastructure of Baltic States with Poland and other parts of western Europe. Taking into account the provided initial information about the territories in Latvia which will be crossed by the Rail Baltica 2 railway line and due to the fact that some territories in Latvia and Lithuania are characterized by complicated geological conditions (these territories can be affected by contemporary geological processes such as karst process) we intend to participate in the transboundary environmental impact assessment procedures of the Project.

Taking into account that the construction of the Rail Baltica 2 railway line in Latvia could cause effects on the groundwater and ground in the frontier border territory of Lithuania we propose to provide in the EIA report information about the possible impacts on the groundwater (hydrogeological conditions, hydrodynamic regime, hydrogeochemical composition of groundwater) and on the characteristics of the soil (seismic data and soil liquefaction potential) of the territory of Lithuania.

Taking the opportunity we would like to inform that the spatial plan for Kaunas – Lithuanian and Latvian border has been initiated and the formal notification in accordance with Article 7 of the Directive 2001/42/EB on the assessment of the effects of certain plans and programmes on the environment will follow in the nearest future.

Taking these circumstances into account, we would like to propose at your earliest convenience to hold a consultation meeting of interested Latvian and Lithuanian authorities to

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VALDYBOS
09 MARCH 2015
Nr. 582

discuss the current status of the project and further actions in relation to the coordination of the border crossing point, transboundary EIA, spatial planning and transboundary SEA in order to ensure smooth and successful implementation of the project. We propose to hold this meeting last week of March (week 14) in Vilnius, however please feel free to propose other date or venue more suitable for you.

We count on our successful cooperation in environmental protection and in particular – in the field of environmental impact assessment.

Yours sincerely,

Algirdas Genevičius
Vice-Minister



M. Masaitytė, (+370 5) 266 3654, e-mail: m.masaityte@am.lt



Vides pārraudzības valsts birojs

Environment State Bureau of the Republic of Latvia

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Riga

March 20, 2015 No 3-02/430

March 9, 2015 No (10-3)-D8-1817

Mr. Algirdas Genevišius

The Ministry of Environment of the Republic of Lithuania

A. Jakšto St. 4/9

01105 Vilnius

LITHUANIA

Attention: **Mr. Vitalijus Auglys**

The Ministry of Environment of the Republic of Lithuania

A. Jakšto St. 4/9

01105 Vilnius

LITHUANIA

v.auglys@am.lt

Regarding the suggested consultation meeting

We thank you for your answer to the notification sent by Latvia as the Party of Origin according to Article 3 of the UN Convention *On Environmental Impact Assessment in a Transboundary Context* and Article 7 of the Directive 2011/92/EU of the European Parliament and of the Council *On the assessment of the effects of certain public and private projects on the environment* (hereinafter the Directive 2011/92/EU) about the initiation of environmental impact assessment procedure (hereinafter EIA) of the development project “*Construction of European gauge public railway line “Rail Baltic 2” infrastructure*” (hereinafter The Project).

In your answer you respond that Lithuania intends to participate in the transboundary EIA procedures of the Project. You also suggest holding a consultation meeting for the interested authorities to discuss the current status of the project and further actions in relation to the coordination of the border crossing point, transboundary EIA and other topics.

Taking into account the Latvian Presidency of the Council of the European Union as well as current EIA stage of The Project – initial public hearing and summarization of numerous public opinions, our agenda has been and still is very tight. Therefore it was not possible to plan a meeting sooner to be ready by the end of March. Nevertheless we agree with your suggestion and find it reasonable and suitable for us to have such a meeting. With respect to our intense meeting schedule during the period of presidency, we offer to welcome you in Riga in the first weeks of April (second half of week 15 or second half of week 16).

We will be looking forward to your response on the possible dates of your convenience,

yours sincerely,

Arnolds Lukšēvics

Director

I. Jegere, phone: +371 67770818, e-mail: iveta.jegere@vpvb.gov.lv

Administratore
Ieva Speteliūnaitė

GAUTA

2015-03-31

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Vytenio g. 9
LT-03113 Vilnius2015-03-26
Į 2015-03-24Nr. (14-1)-D8-2303
Nr. VLN-LG-RB-
15SP/16Kopija
Susisiekimo ministerijai
AB „Lietuvos geležinkeliai“
Sveikatos apsaugos ministerijai
Kultūros ministerijai
Valstybinei saugomų teritorijų tarnybai prie
Aplinkos ministerijos

DĖL TARPVALSTYBINIŲ KONSULTACIJŲ

Informuojame, kad Aplinkos ministerija, kaip nacionalinė institucija, kuriai priskirta SPAV kompetencija, vadovaudamasi Planų ir programų strateginio pasekmių aplinkai vertinimo tvarkos aprašu, persiuntė Latvijos Respublikai iš URS Infrastructure&Environment UK Limited 2015-03-24 raštu Nr. VLN-LG-RB-15SP/16 gautą informaciją apie Europinio standarto geležinkelio linijos Kaunas–Lietuvos ir Latvijos valstybių siena specialiojo plano rengimą ir jo strateginio pasekmių aplinkai vertinimo apimties nustatymo dokumentą.

PRIDEDAMA. Aplinkos ministerijos informacinio laiško Latvijos Respublikai kopija, 3 lapai.

Aplinkos viceministrė

Daiva Matonienė

R. Griškevičienė, 8 706 63610, el. p. r.griskeviciene@am.lt



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LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA
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Environment State Bureau of the
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Rupniecibas str. 23, Riga
LV-1045 Latvia

2015-03-26

No. (14-1)-D8-2288

Ministry of Environmental Protection and
Regional Development
Peldu str. 25, Riga
LV-1494 Latvia

**REGARDING THE STRATEGIC ENVIRONMENTAL IMPACT ASSESSMENT FOR THE
SPECIAL TERRITORIAL PLAN OF THE EUROPEAN-STANDARD RAILWAY LINE
KAUNAS – LITHUANIAN/LATVIAN STATE BORDER**

Ministry of Environment of the Republic of Lithuania, acting as a Strategic Environmental Assessment national competent authority, transfers the information of the planning organizer of the special territorial plan of the European-standard railway line Kaunas – Lithuanian/Latvian state border, in accordance with Article 7 of the European Parliament and Council Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (known as 'Strategic Environmental Assessment' – SEA Directive) and the requirements of the UN Convention on Environmental Impact Assessment in a Transboundary Context Assessment Report 10 (1) thereof, informing that preparation of the special territorial plan of the European-standard railway line Kaunas – Lithuanian/Latvian state border (Special Plan) has been started and that the document establishing the scope of the strategic environmental assessment has been drawn up.

Planning Organizer - Ministry of Transport and Communications of the Republic of Lithuania, Gedimino pr. 17, LT-01505, Vilnius, phone: +370 5 239 3941; +370 5 239 3942, fax: +370 5 212 4335; Lietuvos Geležinkeliai AB (Lithuanian Railways) in accordance with the powers granted by Order No 3-672 of 16 October 2012 of the Minister of Transport and Communications of the Republic of Lithuania "On the grant of authority to Lietuvos Geležinkeliai AB"; legal entity code: 110053842; registered by the following address: Mindaugo g. 12, LT-03603, Vilnius; phone number: +370 5 269 2888; +370 5 269 3283; fax: +370 5 269 2665; e-mail: railbaltica@litrail.lt; v.griganaviciute@litrail.lt; s.poskus@litrail.lt; website address: www.rail-baltica.lt.

Planning territory - part of the territories of Kaunas and Panevėžys Counties.

Objectives of the Special Plan - to select the optimal route for the European-standard railway line Kaunas – Lithuanian/Latvian state border and to determine the point of crossing the Lithuanian/Latvian state border.

Planning Tasks:

1. To carry out exploring engineering geological and geotechnical investigations, to evaluate the suitability of the geological conditions for the justification of the construction conditions, and to carry out other investigations needed (archaeological, etc.);

2. To carry out the strategic environmental assessment of the European-standard railway line Kaunas – Lithuanian/Latvian state border and to establish the best alternative;
3. To prepare the development concept of the planned territory. (The development concept shall pass public hearings procedures. This concept after relevant procedures will be approved in writing by the Planning Organizer.)
4. Independent professional assessment of the development concept will be performed;
5. To study the needs for the conversion of forest land into other lands and adjustment of forest areas of national significance;
6. To form new land plots and to prepare specific solutions for the building of the European-standard railway line Kaunas – Panevėžys – Lithuanian/Latvian border;
7. To reserve territories for the building of the European-standard railway line Kaunas – Panevėžys – Lithuanian/Latvian border;
8. To establish measures for the use, management, and protection of the planned territory as well as other requirements;
9. To specify the special land use conditions;
10. To plan the European-standard railway line Kaunas – Panevėžys – Lithuanian/Latvian border, which would meet the requirements of EU legislation for the technical specifications for interoperability and the requirements of legislation of the Republic of Lithuania as well as transportation needs, enhance the interoperability of separate branches of transport with the purpose of creating favourable conditions for the development of the production and service sectors, and would be associated with the planned development of the adjacent territories and solutions of the planning documents of these territories;
11. To ensure the implementation of measures improving traffic safety and to decrease the negative environmental impact of transport;
12. To perform the environmental impact assessment of the proposed economic activity pursuant to the requirements of the Law on Environmental Impact Assessment of the Proposed Economic Activity.

Alternatives proposed by the Special Plan. It should be noted that the route of Option A justified in the AECOM study in the Republic of Lithuania, at the territories of Pasvalys District Municipality and Panevėžys District Municipality, crosses the territory of a karst region, the geological conditions of which should be regarded as unsuitable for the construction of a European-standard railway line. Therefore, in order to avoid the territories of the karst region, which are unsuitable for the construction of a European-standard railway line, the Special Plan establishes alternatives updating the route of Option A justified in the AECOM study (Appendix 1).

The start of the route provided for by the Special Plan: Rokai Railway Station (Kaunas City Municipality).

End of the route provided for by the Special Plan. The options of crossing the Lithuanian/Latvian state border considered in the Special Plan (Appendix 1):

Alternative No 1 – Dagiai (Pasvalys District Municipality);

Alternative No 2 – Kamardė (Pasvalys District Municipality);

Alternative No 3 – Kiemėnai (Pasvalys District Municipality);

Alternative No 4 – Majėnai (Pasvalys District Municipality);

Alternative No 5 (the point of Alternative A of the AECOM study) – Dagiai (Pasvalys District Municipality).

We kindly ask you to respond at your earliest convenience, preferably no later than April 8, 2015 and indicate, whether the Republic of Latvia considers, that the project will have any significant consequences on Latvian territory and whether Latvia intends to participate in the environmental impact assessment consultation process in the context of a transboundary SEA.

**AB „LIETUVOS GELEŽINKELIAI“
JSC „LITHUANIAN RAILWAYS“**

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2015-04-17 No. *2-1485*

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**MEETING REGARDING INFLUENCE OF KARST PROCESS ON „RAIL BALTICA“
RAILWAY LINE ALTERNATIVES**

We would like to inform you that while the preparation of the territorial planning and EIA documentation of the project "Rail Baltica" 2 stage, on 15th April 2015 in Riga (Latvia) was held the meeting between representatives of Lithuanian and Latvian Ministries of Environment, Ministries of Transport and Communications and representatives of other related institutions and companies regarding the possible alternatives of border crossing points. During the meeting it was determined that influence of karst territories (specifically in Bauske region in Latvia) on determination of border crossing point alternatives was not analyzed in detail. Therefore it is necessary to organize meeting between geological surveys and originators of territorial planning and EIA documentation of both countries as soon as possible.

During the meeting in Riga it was decided to hold further meeting in Bauske Municipality Administration premises on 21st April 2015, where will be analyzed influence of the karst process on railway line alternatives determined during the preparation of the territorial planning documents in Lithuania and Latvia. As well as influence of karst process on further construction and maintenance of railway line in Pasvalys and Bauske regions.

Considering that representatives from Lithuania involved in the implementation of the project "Rail Baltica" 2 stage: originators of EIA, representatives of Ministry of Environmental of the Republic of Lithuania and representatives of Lithuanian Geological Survey shall participate in abovementioned meeting, we would like to invite representatives of State Ltd "Latvian Environment, Geology and Meteorology Centre and Environment State Bureau to participate in organized meeting in Bauske Municipality Administration premises on 21st April 2015.

Detailed information regarding precise location and time of the meeting shall be presented by originator of special plan URS Infrastructure & Environment UK Limited branch, an AECOM Company representative Mantas Kaušylas, tel. +370 5 260 8895, +370 645 98466, e-mail: mantas.kausylas@aecom.com.

General director

Saulius Poškus, +370 5 269 3283, s.poskus@litrail.lt


Stasys Dailydka



Administratorė
Ieva Speteliūnaitė

GAUTA

2015-04-20

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2015-04-20

Nr. (14-1)-D8-2961

I

Nr.

Kopija
Susisiekimo ministerijai
AB „Lietuvos geležinkeliai“

DĖL LATVIJOS RESPUBLIKOS DALYVAVIMO TARPVALSTYBINĖSE KONSULTACIJOSE

Informuojame, kad Latvijos Respublika dalyvaus tarpvalstybinėse konsultacijose dėl Europinio standarto geležinkelio linijos Kaunas–Lietuvos ir Latvijos valstybių siena specialiojo plano strateginio pasekmių aplinkai vertinimo ir persiunčiame Latvijos Respublikos informacinį laišką.

PRIDEDAMA. Latvijos Respublikos informacinio laiško kopija, 1 lapas.

Aplinkos viceministrė

Daiva Matonienė

R. Griškevičienė, 8 706 63610, el. p. r.griskeviciene@am.lt



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Vides pārraudzības valsts birojs
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Rīga

April 7, 2015 No 7-01/825

Ref. to: March 26, 2015 No (14-1)-D8-2288

**Territorial Planning, Urban Development and Architecture Department
Ministry of Environment of the Republic of Lithuania**

A. Jakšto St. 4/9
01105 Vilnius
Lithuania
a.gordevicius@am.lt

Regarding the notification about strategic environmental impact assessment for the special territorial plan of the European-standard railway line Kaunas-Lithuanian/Latvian state border

Environment State Bureau (hereinafter – the Bureau), acting as a competent authority on the strategic environmental impact assessment and environmental impact assessment in Latvia would like to thank the Ministry of Environment of the Republic of Lithuania for notification about strategic environmental impact assessment for the special territorial plan of the European-standard railway line Kaunas-Lithuanian/Latvian state border (hereinafter – Special Plan).

The Bureau acknowledges receipt of the notification. Taking into account the scope of the Special Plan and its territory, as well as the nature of the planning document – the Republic of Latvia considers that the Special Plan is likely to have transboundary impacts on the territory of Latvia and intends to participate in the environmental impact assessment process in the context of transboundary strategic environmental impact assessment.

Our answer is being sent in courtesy to your kind request to respond no later than April 8, 2015. Nevertheless we draw your attention that we will inform the Ministry of Transport of the Republic of Latvia as well as the Administration of Zemgale Planning Region and the Municipality of Bauska district about the initiation of strategic environmental assessment of the Special Plan and publish information on the website of the Bureau. Respecting the principles for public consultation and access to information on environmental matters, - the opinions and comments will be expected until May 6, 2015. We will summarize the views and send you our opinion concerning the scope of assessment and related aspects afterwards.

Yours sincerely,

Arnolds Lukševics

Director of Environment State Bureau of The Republic of Latvia

L.Jegere, phone: +371 67770818, e-mail: jveta.jegere@vpvb.gov.lv



Administratore
Ieva Speteliūnaitė

GAUTA

2015-06-11

M. Aron-17383

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2015-06-11

Nr. (14-1)-D8-44B3

I

Nr.

Kopija
Susisieikimo ministerijai
AB „Lietuvos geležinkeliai“

DĖL LATVIJOS RESPUBLIKOS ATSAKYO DĖL SPECIALIOJO PLANO SPAV APIMTIES

Persiunčiame Latvijos Respublikos aplinkosaugos biuro 2015-05-12 informacinį raštą Nr. 7-01/1072 dėl Europinio standarto geležinkelio linijos Kaunas–Lietuvos ir Latvijos valstybių siena specialiojo plano strateginio pasekmių aplinkai vertinimo.

Prašome įvertinti rašte pateiktą informaciją ir pranešti Aplinkos ministerijai apie strateginio pasekmių aplinkai vertinimo dokumentų rengimo eigą ir planuojamas tarptautinių posėdžių dėl SPAV datas.

PRIDEDAMA. Latvijos Respublikos aplinkosaugos biuro rašto kopija, 3 lapai.

Aplinkos viceministrė

Daiva Matonienė

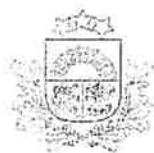
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Rīga

May 12, 2015 No 7-01/1072

Ref. to: March 26, 2015 No (14-1)-D8-2288

Espoo focal point:

Mr. Vitalijus Auglys

Director of Pollution Prevention Department

Ministry of Environment of the Republic of Lithuania

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vitalijus.auglys@am.lt

Territorial Planning, Urban Development and Architecture Department

Ministry of Environment of the Republic of Lithuania

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a.gordevicius@am.lt

Regarding the notification about strategic environmental impact assessment for the special territorial plan of the European-standard railway line Kaunas-Lithuanian/Latvian state border

As agreed on a bilateral meeting held in Riga on April 15, 2015 - Environment State Bureau (hereinafter – the Bureau) acting as a competent authority on the strategic environmental impact assessment (hereinafter – SEA) and environmental impact assessment in Latvia herewith sends opinion concerning the scope of assessment and related aspects for the SEA for the special territorial plan of the European-standard railway line Kaunas-Lithuanian/Latvian state border (hereinafter – Special Plan).

Our intention to enter into transboundary consultations before the adoption of Special Plan according to the Article 7 of the 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 and the Article 10 of the Protocol on strategic environmental assessment to the Convention on environmental impact assessment in a transboundary context was confirmed on April 7, 2015 with a letter No 7-01/825.

Having evaluated information included in the notification of the Ministry of Environment of the Republic of Lithuania regarding Special Plan, Latvia has established that the location alternatives of the European standard gauge railway line *Rail Baltica* and the location of crossing of Latvian-Lithuanian border substantially differ from the solutions defined as a result of the feasibility study carried out by the British company AECOM in 2011. Since the results of the above

mentioned feasibility study have served as a basis for the core principles of a further detailed technical study and territorial planning in Estonia, Latvia and Lithuania, Latvia hereby gives the following comments on the planned SEA and its scope:

1. It is necessary to develop solutions that would ensure connections of the location alternatives of the railway line included in the notification of the Ministry of Environment of the Republic of Lithuania with the route location alternatives advised during the environmental impact assessment (hereinafter – EIA) procedure organized by the Ministry of Transport of the Republic of Latvia. A due consideration should be given to the fact that, within the framework of the project “*Detailed technical study and environmental impact assessment of the Latvian section of the European standard gauge railway line Rail Baltica*”, consultations with Bauska County local government regarding the possible route location alternatives of the *Rail Baltica* railway line in Bauska County, and the limiting and excluding criteria, were held already in 2014. As a result, alternatives A and B of the *Rail Baltica* route have been developed in co-operation with Bauska County local government, which are as such supported by the local government. A due consideration should be also given to the fact that in February and March 2015, the initial national-wide public consultation regarding these alternatives was already held within the framework of the EIA.
2. It is necessary to assess the solution included in the notification of the Ministry of Environment of the Republic of Lithuania with regard to the actual environmental impact, that would include at least the following aspects: noise and vibration spread, natural values, landscape, cultural and historical objects, hydrologic conditions, including land reclamation systems, geological and hydrogeological conditions, contemporary geological processes, agricultural land, forests, risks, probability of accidents and distribution of pollution caused thereof.
3. A comparison of all offered alternatives must be provided.
4. We express our willingness to cooperate in creating preconditions for the further successful bilateral cooperation in the field of SEA and EIA in the transboundary context. Regarding the question about the provisional dates and venues for public consultation and hearing procedures as well as prepared documents and their language we expect to come to the agreement in bilateral negotiation process. Nevertheless we draw your attention, that legal requirements for the public information and participation procedures in SEA process in Latvia are set out in the law on Environmental Impact Assessment and subordinate Regulations of cabinet of Ministers No 157, 23 February 2004. SEA includes involving of the public in the discussion of the environmental review prepared for the assessment of the planning document as well as consultations. Environmental review shall be made available and consulted with the public; the minimum period for consultations is 40 days. The requirement concerning public hearing is that it shall not be organized sooner than at least 7 days after initiation of consultation process (no sooner than at least 7 days after information on the planning document and the prepared environmental review have been made publicly available). Therefore it is necessary to ensure information to public and carry out public consultation process regarding the SEA for Special Plan and offered alternatives by organizing the necessary public hearings (Bauska County), as well as preparing documentation in English and all relevant information for public in the Latvian language, including information and the assessment of the offered alternatives, their potential environmental impact and comparison of such alternatives. Considering that relevant alternatives can influence infrastructure in the vicinity of border, it is evident already at this stage, that it will be necessary for Bureau to consult with Bauska County local government, as well as JSC “*Latvijas Valsts ceļi*” (Latvian State Roads), JSC “*Latvijas gāze*” (Latvian Gas) and other infrastructure owners in order to take into consideration their requirements and conditions. After the public consultation period Bureau will compile the opinions,

proposals and comments submitted by the public concerned and the authorities and will send them to the Ministry of Environment of the Republic of Lithuania as early as possible.

5. Considering that currently bilateral negotiations are being held and are ongoing (meetings on April 15 and 21, 2015) regarding location of the border crossing that would be acceptable for both, Latvia and Lithuania, it must be ensured that this solution or another alternative, if it differs from the offered five alternatives in terms of location, is also included in the SEIA.

Looking forward to successful bilateral cooperation in the field of environmental assessments in the transboundary context, yours sincerely,



Arnolds Lukševics

Director of Environment State Bureau of the Republic of Latvia

I.Jegere, phone: +371 67770818, e-mail: iveta.jegere@vpvb.gov.lv



LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA

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Duomenys kaupiami ir saugomi Juridinių asmenų registre, kodas 188602370

Aplinkos apsaugos agentūrai

2015-07-02

Nr. (10-3)-D8-4984

Kopija

į 2015-06-22

Nr. (15.9)-A4-6892

AECOM Infrastructure & Environment UK
Limited

Vytenio g. 9/25, LT-03113 Vilnius
lithuania@aecom.com

DĖL TARPVALSTYBINIO POVEIKIO APLINKAI VERTINIMO

Informuojame, kad vadovaujantis LR planuojamos ūkinės veiklos poveikio aplinkai vertinimo įstatymo 11 straipsniu, planuojamai europinio standarto geležinkelio linijos Kaunas – Lietuvos ir Latvijos valstybių siena statybai turi būti taikomos tarpvalstybinio poveikio aplinkai vertinimo procedūros, kadangi planuojamos ūkinės veiklos vieta galimai patenka į karstinio regiono ribas ir planuojama ūkinė veikla galėtų turėti reikšmingą neigiamą poveikį Latvijos aplinkai.

Pažymime, kad LR aplinkos ministerija 2015 m. birželio 25 d. raštu Nr. (10-3)-D8-4785 (rašto kopija pridedama) kreipėsi į Latvijos Respublikos aplinkos apsaugos ir regioninės plėtros ministeriją prašydama iki š. m. liepos 24 d. pranešti, ar Latvija dalyvaus europinio standarto geležinkelio linijos Kaunas – Lietuvos ir Latvijos valstybių siena statybos tarpvalstybinio poveikio aplinkai vertinimo procese.

PRIDEDAMA. LR aplinkos ministerijos rašto kopija, 2 lapai.

Aplinkos viceministras

Algirdas Genevičius

M. Masaitytė, 8 706 63654, el. p. migne.masaityte@am.lt



**LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA
THE MINISTRY OF ENVIRONMENT OF THE REPUBLIC OF LITHUANIA**

A. Jakšto St 4/9, LT-01105 Vilnius, tel: (+370 5) 266 35 39, fax: (+370 5) 266 36 63, e-mail: info@am.lt http://www.am.lt

Ms Sandija Balka
Ministry of Environmental Protection and
Regional Development
Pieldu str. 25, Riga
LV-1494 Latvia

25 June 2015 No. (10-3)-D8-4785

**REGARDING NOTIFICATION FOR THE CONSTRUCTION OF EUROPEAN GAUGE
RAILWAY LINE BETWEEN KAUNAS AND THE LITHUANIAN-LATVIAN BORDER**

According to Lithuanian legislation, the Directive 2001/92/EU of the European Parliament and of the Council On the Assessment of the effects of certain public and private projects on the environment and the Convention on Environmental Impact Assessment in a transboundary context (Espoo Convention), construction of long distance railway traffic lines is subject to the environmental impact assessment.

The construction of European gauge public railway line between Kaunas and the Lithuanian-Latvian border is part of a large project of transboundary scale – the EU Trans-European Network development, linking railway infrastructure of Baltic States with Poland and other parts of western Europe. Taking into account that some territories in Lithuania and Latvia which are planned to be crossed by the Rail Baltica 2 railway line are characterized by complicated geological condition (these territories can be affected by the contemporary geological processes such as karst process) we would like to notify you about the initiation of the environmental impact assessment (EIA) procedure for the planned construction of the railway line.

The EIA procedure is being initiated by Lietuvos Geležinkeliai AB under the provided authority of the Minister of Transport and Communication of the Republic of Lithuania, the consultant of the developer URS Infrastructure & Environment UK Limited, represented by URS Infrastructure & Environment UK Limited branch within the Republic of Lithuania is preparing the EIA documentation (EIA program and report).

In the EIA two main route alternatives will be considered:

Alternative No. 1: *Rokai – Palemonas* (Kaunas city municipality) – *Neveronys* (Kaunas district municipality) – *Jonava – Pagiriai* (Kėdainiai district municipality) – *Ramygala – Upytė – Janališkiai* (Panevėžys district municipality) – *Pušalotas – Joniškėlis – Vaškai – Kiemėnai – Dagiai* (Pasvalys district municipality);

Alternative No. 2: *Rokai – Palemonas* (Kaunas city municipality) – *Neveronys* (Kaunas district municipality) – *Jonava – Pagiriai* (Kėdainiai district municipality) – *Ramygala – Upytė – Janališkiai* (Panevėžys district municipality) – *Pušalotas – Joniškėlis – Vaškai – Kiemėnai – Kamardė* (Pasvalys district municipality).

The main considered alternatives differ by the parameters of the intended railway station in Panevėžys city and the crossing point of the Lithuanian-Latvian border. In case of alternative No. 1 the crossing point is Dagiai (Pasvalys district municipality), in case of alternative No. 2 – Kamardė (Pasvalys district municipality). The tracks of the railway line are situated respectively.

We would like to note that EIA is performed in parallel to the stage of the special plan of the European gauge railway line between Kaunas and the Lithuanian–Latvian border. The Republic of Latvia has been already notified about the initiation of the spatial plan and the strategic environmental assessment and has expressed its willingness to participate in this procedure.

Therefore, the alternatives No. 3 and No. 4, which were identified within the special plan concept and strategic environmental report the European gauge railway line between Kaunas and the Lithuanian – Latvian border have been eliminated due to the refusal to construct the track of railway line through the area of Panevėžys city municipality and the bilateral consultations with Latvian side, which showed that Kiemėnai (Pasvalys district municipality) and Majėnai (Pasvalys district municipality) would not be acceptable to Latvian side as border crossing points.

The national EIA procedure is performed in two subsequent stages. During the first stage the EIA program (scoping document) is prepared and presented to the relevant parties of EIA (the state authorities responsible for healthcare, fire prevention, protection of cultural heritage, local authorities) and to the public for review and consultation. The EIA program defines scope and content of EIA report and shall be approved by the competent authority – Environmental Protection Agency.

During the second stage, the EIA report is prepared based on the approved EIA program and with due respect to the opinions and statements made by the public, the relevant parties of EIA and the affected Parties (when transboundary EIA is applicable). The EIA report will be reviewed by the relevant parties of EIA, the public and the affected parties before the adoption of the substantiated decision on the permissibility of the proposed economic activity in the selected location. The decision is planned to be taken by the end of this year.

Please advise us about your willingness to participate in the EIA procedure by 24 of July 2015. In case of positive answer please provide comments on the submitted EIA program (the document is in English) by the same date. Your response to this notification and comments should be addressed to Mr. Vitalijus Auglys point of contact regarding Notification in accordance with Article 3 of the Espoo Convention. The contact information is provided below:

Mr Vitalijus Auglys
Director of Pollution Prevention Department
Ministry of Environment of the Republic of Lithuania
Telephone (+370 5)2663651
E-mail: vitalijus.auglys@am.lt

Please find enclosed EIA program (paper version).

Sincerely yours,

Vice-Minister

Algirdas Genevičius



M. Masaityte +370 706 63654 e-mail: m.masaityte@am.lt



LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA
THE MINISTRY OF ENVIRONMENT OF THE REPUBLIC OF LITHUANIA

A. Jakšto St 4/9, LT-01105 Vilnius, tel: (+370 5) 266 35 39, fax: (+370 5) 266 36 63, e-mail: info@am.lt http://www.am.lt

Environment State Bureau of the
Republic of Latvia
Rupniecibas str. 23, Riga
LV-1045 Latvia

2015-07-

No. (14-1)-D8-

Ministry of Environmental Protection and
Regional Development
Peldu str. 25, Riga
LV-1494 Latvia

**REGARDING THE STRATEGIC ENVIRONMENTAL IMPACT ASSESSMENT REPORT
FOR THE SPECIAL TERRITORIAL PLAN OF THE EUROPEAN-STANDART RAILWAY
LINE KAUNAS – LITHUANIAN/LATVIAN STATE BORDER**

Ministry of Environment of the Republic of the Lithuania would like to inform you that Strategic environmental impact assessment (SEA) report for the Special territorial plan of the European-standart railway line Kaunas – Lithuania/Latvian state border has been translated and publicized into English and Latvian languages.

SEA report can be obtained from
<https://www.dropbox.com/sh/s5zf2cr9hywvryc/AADCaQJ8ILzVPSKIEv90ek5da?dl=0>

We kindly ask you to arrange the public information procedure as soon as possible and to send your final comments regarding the SEA report not later than 24 August 2015. Taking into account your information, indicated in your 2015-05-12 letter No-7-01/1072, we kindly ask you to arrange public hearing during 20-24 July 2015 and inform us about the selected date. If any other consultations are needed please inform us about that.

We would like to express our good willingness of further cooperation in the field of environmental impact assessment.

Please address your response to:

Territorial Planning, Urban Development and Architecture Department

Ministry of Environment of the Republic of Lithuania

A. Jakšto str. 4/9

LT-01105 Vilnius, Lithuania

For contacts: telephone: +370 706 63609, e-mail: a.gordevicius@am.lt

Attached: SEA report for the Special territorial plan of the European-standard railway line
Kaunas – Lithuania/Latvian state border in English and Latvian languages.

Yours sincerely,

Daiva Matonienė
Vice Minister

R. Griškevičienė, +370 706 63610, e-mail: r.griskeviciene@am.lt



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VDVIS Vieninga dokumentų valdymo informacinė sistema Rasa Griškevičienė

Užduotys

Žurnalai

- AM Lietuvos Respublikos aplinkos ministro
 - 2015 Gaunami iš užsienio
 - 2015 Gaunami raštai iš Lietuvos institucijų
 - 2015 Gyventojų prašymai, skundai ir piktumų
 - 2015 Įsakymai veiklos klausimais
 - 2015 Potvarkiai
 - 2015 Posėdžių protokolai
 - 2015 Siunčiami dokumentai
 - 2015 Potvarkiai atostogų klausimais
 - 2015 Potvarkiai personalo klausimais
 - 2015 Įsakymai atostogų klausimais
 - 2015 Įsakymai personalo klausimais
 - 2015 Vidaus susirašinėjimas
 - 2015 Įsakymai turto valdymo klausimais
 - 2015 Tarptautinės sutartys
 - 2015 Bendradarbiavimo ir kitos sutartys
 - 2015 Ūkinės, finansinės sutartys
 - 2015 Paramos sutartys
 - 2015 Viešųjų pirkimų sutartys
 - 2015 Komandiruočių Lietuvoje potvarkiai
 - 2015 Komandiruočių Lietuvoje įsakymai
 - 2015 Komandiruočių užsienyje įsakymai
 - 2015 Komandiruočių užsienyje įsakymai
 - 2015 Komandiruočių užsienyje potvarkiai
 - 2015 Šalių susitarimai prie sutarčių
 - 2015 AM Vidaus auditas
 - 2015 Šalių susitarimai dėl bendradarbiavimo
 - 2015 Šalių susitarimai prie ūkinių finansinių
- BUA Būsto ir urbanistinės plėtros agentūra
- VTPSI Valstybinė teritorijų planavimo ir statybos inspekcija
- AM/MT Valstybinė miškų ūkio tarnyba

Dokumento kortelė

2015 Siunčiami dokumentai > (14-1)-D8-5267

Pavadinimas: REGARDING THE STRATEGIC ENVIRONMENTAL IMPACT ASSESSMENT REPORT FOR THE SPECIAL TERRITORIAL PLAN OF THE EUROPEAN-STANDARD RAILWAY LINE KAUNAS – LITHUANIAN/LATVIAN STATE BORDER

Reg. nr.: (14-1)-D8-5267

Reg. data: 2015-07-13 16:12

Žurnalas: 2015 Siunčiami dokumentai

Korespondentas: Latvija

Siuntimo būdas: Paštu

Dokumento tipas: Raštas

Lapų skaičius: 1

Priedų skaičius: 2

Parašas: Daiva Matonienė

Rengėjas: Rasa Griškevičienė

Pagalbiniai rengėjai:

Papildomi vizuotojai:

Dokumento būseną: Dokumentas užregistruotas

Dokumentas priklauso projektui [Paslėpti]

Projektas:

Bylos indeksas:

Identifikatorius: AM_2057557

Peržiūrėti

Užduotys Priedai Susiję dokumentai Dokumentų istorija Darbų sekos istorija

Identifikatorius	Pavadinimas	Užduoties tipas	Terminas	Vykdytojas	Užduoties būseną
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VDVIS [Rasa Griškevičienė] Inbox in r.griškevičienė LT 08:50 2015.08.06



Projektų administravimo
vadovė
Ieva Speteliūnaitė

GAUTA

2015-07-28

Nr. Aecom-15/460

LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA

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Duomenys kaupiami ir saugomi Juridinių asmenų registre, kodas 188602370

Susisiekimo ministerijai
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(Mantas Kaušylas
Plėtos vadovas
mantas.kausylas@aecom.com
URS Infrastructure & Environment UK Limited
filialas, an AECOM Company
Vytenio g. 9/25, LT-03113 Vilnius, Lietuva)

2015-07-28

Nr. (14-1)-D8-5617

I

Nr.

DĖL VISUOMENĖS DALYVAVIMO TARPTAUTINIŲ PROCEDŪRŲ

Persiunčiame Latvijos Respublikos valstybinio aplinkosaugos biuro (Environment State Bureau of the Republic of Latvia) išankstinę žinią apie Lietuvai išsiųstą laišką dėl numatomo specialiojo plano SPAV pristatymo posėdžio Latvijoje.

Prašome jus atitinkamai, kaip projekto organizatorius ir kaip projekto rengėjus, organizuoti posėdį kartu su atsakingomis Latvijos institucijomis, parengti būtiną posėdžiui medžiagą ir užtikrinti jos pristatymą Latvijoje.

Primename, kad Lietuvos Respublikos aplinkos ministerija šiuo atveju vykdo tik valstybės SPAV institucijos – nacionalinio koordinatoriaus vaidmenį ir neatsakinga už projekto organizatoriaus ir projekto rengėjo funkcijų vykdymą ir atitinkamų darbų atlikimą.

PRIDEDAMA. 2 lapai.


Aplinkos viceministrė

Daiva Matonienė

A. Gordevičius, tel. 8 706 63609, el. p. aleksandras.gordevicius@am.lt



1.674

Subject: Regarding public consultation period and public hearing meeting for the special territorial plan (Rail Baltic) of the Republic of Lithuania
From: Iveta Jegere <Iveta.Jegere@vpvb.gov.lv>
Date: 2015.07.20 16:13
Attachments:  DOC-20072015-grey-1-side002.pdf (34,3 KB)
CC: "'r.griskeviciene@am.lt'" <r.griskeviciene@am.lt>, 'Sandija Balka' <Sandija.Balka@varam.gov.lv>
To: "'a.gordevicius@am.lt'" <a.gordevicius@am.lt>

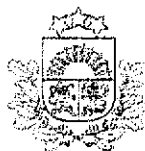
Territorial Planning, Urban Development and Architecture Department
Ministry of Environment of the Republic of Lithuania
A.Jakšto str.4/9 LT-01105
Vilnius, Lithuania

Regarding public consultation period and public hearing meeting for the special territorial plan (Rail Baltic) of the Republic of Lithuania

On behalf of Environment State Bureau of the Republic of Latvia I herewith inform you about a letter that was sent to the Ministry of Environment of the Republic of Lithuania today indicating the consultation period and public hearing meeting in Latvia for the special territorial plan (Rail Baltic) of the Republic of Lithuania. For a facilitated correspondence and faster communication I enclose a scanned copy of the letter to this e-mail.

On behalf of State Environment Bureau,

Iveta Jegere
Head of division for Environmental Assessments
Environment State Bureau
00371 67770818, iveta.jegere@vpvb.gov.lv



Vides pārraudzības valsts birojs
Environment State Bureau of the Republic of Latvia

Rūpniecības iela 23, Rīga, LV-1045, Latvia, phone +371 67321173, fax +371 67321049, e-mail vpvb@vpvb.gov.lv, www.vpvb.gov.lv

Rīga

20 July 2015 No 7-01/1405
On 13 July, 2015 No (14-1)-D8-5267

Territorial Planning, Urban Development and Architecture Department
Ministry of Environment of the Republic of Lithuania
A.Jakšto str.4/9 LT-01105
Vilnius, Lithuania
a.gordevicius@am.lt

Regarding the strategic environmental assessment report for the Special territorial plan of the European standard railway line Kaunas – Lithuanian/Latvian state border

Environment State Bureau (hereinafter – the Bureau) has received on July 17th, 2015 your letter regarding the strategic environmental assessment report for the Special territorial plan of the European standard railway line Kaunas – Lithuanian/Latvian state border (hereinafter – the Report). We express our gratitude for received documentation of the strategic environmental assessment to provide effective public information and participation process.

We have announced the public hearing period within which the public concerned and the authorities can submit written opinions, proposals and comments. Respecting your request to submit our final comments no later than August 24, 2015, a shortened public hearing period was announced from 20th of July, 2015 till 21st of August, 2015. The public hearing meeting will be held on 30th of July at 11:00 in the Ministry of Environmental Protection and Regional Development of the Republic of Latvia (room 409), 25 Peldu Street, Riga. We expect the representatives of the Ministry of Environment of the Republic of Lithuania and/or the developers of the Special territorial plan of the European standard railway line Kaunas – Lithuanian/Latvian state border and the Report to participate in the public hearing meeting and to present the information. Please take into notice that presentations should be in Latvian and we kindly ask to ensure the qualitative translation in Latvian for the rest of the meeting.

As it was kindly asked by the Ministry of Environment of the Republic of Lithuania, the Bureau will compile the opinions, proposals and comments submitted by the public concerned and the authorities and will send them to the Ministry of Environment of the Republic of Lithuania till August 24, 2015.

We are looking forward to our successful cooperation.

Yours sincerely,

Deputy Director

Indra Kramzaka

I.Jēgere, 00 371 67770818, iveta.jegere@vpvb.gov.lv



LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA

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Duomenys kaupiami ir saugomi Juridinių asmenų registre, kodas 188602370

Susisiekimo ministerijai
AB „Lietuvos geležinkeliai“
Aplinkos apsaugos agentūrai
„AECOM Infrastructure & Environment UK
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lithuania@aecom.com

2015-08-03

Nr. (10-3)-D8- 5746

I

Nr.

DĖL TARPVALSTYBINIO POVEIKIO APLINKAI VERTINIMO

Informuojame, kad LR aplinkos ministerija 2015 m. birželio 25 d. raštu Nr. (10-3)-D8-4785 kreipėsi į Latvijos Respublikos aplinkos apsaugos ir regioninės plėtros ministeriją prašydama pranešti, ar Latvija dalyvaus europinio standarto geležinkelio linijos Kaunas–Lietuvos ir Latvijos valstybių siena statybos tarpvalstybinio poveikio aplinkai vertinimo procese. 2015 m. liepos 24 d. Latvijos aplinkos apsaugos biuras raštu Nr. 3-01/1434 informavo, kad Latvija tarpvalstybinio poveikio aplinkai vertinimo procese dalyvaus ir pateikė siūlymus poveikio aplinkai vertinimo (toliau – PAV) programai.

Poveikio aplinkai vertinimo dokumentų rengėjas „AECOM Infrastructure & Environment UK Limited“ filialas turi nedelsdamas išnagrinėti Latvijos siūlymus ir juos motyvuotai įvertinti, prireikus papildyti PAV programą ir pateikti įvertinimą atsakingai institucijai (Aplinkos apsaugos agentūrai). Šis įvertinimas turės būti pateiktas ir PAV ataskaitoje.

Poveikio aplinkai vertinimo ataskaita (įskaitant jos santrauką, grafinę medžiagą ir žemėlapius), vadovaujantis Europos Sąjungos aplinkos apsaugos politikos „teršėjas moka“ principu, turi būti išversta į anglų kalbą, ataskaitos santrauka ir informacija apie planuojamos ūkinės veiklos tarpvalstybinį poveikį (įskaitant grafinę medžiagą ir žemėlapius) – ir į latvių kalbą. Aplinkos ministerija, gavusi šią dokumentaciją, nedelsiant ją perduos Latvijos aplinkos apsaugos biurui analizuoti ir organizuoti Latvijos visuomenės supažindinimą su PAV ataskaita. Atsižvelgiant į pateiktą informaciją, kad Latvijos teritorijoje bus organizuojamas vienas ar keli viešo supažindinimo su PAV ataskaita susitikimai, planuojamos ūkinės veiklos užsakovas ir poveikio aplinkai vertinimo dokumentų rengėjas turi būti pasiruošęs dalyvauti ir pristatyti Europinio standarto geležinkelio linijos Kaunas–Lietuvos ir Latvijos valstybių siena statybos projektą, galimą jo poveikį aplinkai šiuose susitikimuose užtikrinant informacijos vertimą į latvių kalbą.

PRIDEDAMA. 2015-07-24 Latvijos aplinkos apsaugos biuro rašto Nr. 3-01/1434 kopija, 3 lapai.

Aplinkos viceministrė

Daiva Matonienė

M. Masaitytė, 8 706 63654, el. p. migle.masaityte@am.lt

2015 m. 07 mėn. 24 d.

GAUTA



Vides pārraudzības valsts birojs

Environment State Bureau of the Republic of Latvia

Rūpniecības iela 23, Rīga, LV-1045, Latvia, phone +371 67321173, fax +371 67321049, e-mail vpvb@vpvb.gov.lv, www.vpvb.gov.lv

Rīga

July 24, 2015 No 3-01/1434

Ref. to: June 25, 2015 No (10-3)-D8-4785

Espoo focal point:

Mr. Vitalijus Auglys

Director of Pollution Prevention Department

Ministry of Environment of the Republic of Lithuania

A. Jaksto St. 4/9

01105 Vilnius

vitalijus.auglys@am.lt

Regarding the notification on Environmental impact assessment for the construction of European-standard railway line between Kaunas and the Lithuanian/Latvian state border

Environment State Bureau (hereinafter – the Bureau), acting as a competent authority on environmental impact assessment in Latvia would like to thank the Ministry of Environment of the Republic of Lithuania for notification about initiation of environmental impact assessment (hereinafter – EIA) for the intended acidity – construction of European-standard railway line between Kaunas and the Lithuanian/Latvian state border (hereinafter – The Project).

The Bureau acknowledges receipt of the notification. Taking into account the scope of The Project, affected territory, as well as the transboundary nature of the European-standard railway line Rail Baltica (hereinafter The Rail Baltica) – the Republic of Latvia considers that The Project is likely to have transboundary impacts on the territory of Latvia and intends to participate in the environmental impact assessment process.

The Bureau thanks the Ministry of Environment of the Republic of Lithuania for sending EIA Programme. Information about the initiation of EIA for The Project, as well as respective documents, including EIA Programme was made publicly available on the website of The Bureau.

The scope of EIA

1. The Bureau considers that the Programme for impact assessment of The Project foresees a broad and detailed investigation.
2. In addition we draw your attention to several important aspects regarding the scale and transboundary nature of The Project that has to be taken into account in the scope of EIA:
 - 2.1. The Project is just a part of the plan to develop a north-south transport corridor that would connect the Baltic countries with the railway network of Poland and other EU countries. The Project is related to the activities of a similar nature intended in the territories of other countries and with the impact caused thereof.

- 2.2. EIA is being carried out separately for the construction of infrastructure in the respective Baltic countries, nevertheless, - the scale and nature of The Rail Baltica is transboundary. Requirements of the Espoo Convention on environmental impact assessment and the Directive 2011/92/EU of the European Parliament and of the Council *On the assessment of the effects of certain public and private projects on the environment* in a transboundary context apply.
- 2.3. Since impact assessments are carried out separately, to ensure that the transboundary impacts are addressed and assessed accordingly, it is essential that not only impacts caused by separate parts of railway line in the countries of origin are taken into account. To some level these separate processes have to ensure that general assessment of the cross-country and transboundary impact of The Rail Baltica is taken into consideration. Therefore:
- 2.3.1. The requirements for EIA stipulated in the laws and regulations as well as those that are included in national EIA Programs shall also apply to information and assessment that has to be provided regarding the affected territory of another country. Assessment of the direct, indirect and other impacts shall be carried out. It shall also include assessment of the affected territories and assessment of impacts with regard to the fact that the construction site in the territory of one country (and therefore - crossing point) affects location of the railway line in the neighbouring country (and vice versa).
- 2.3.2. It is necessary to prepare at least a general assessment/forecast on the potential cross-country and overall transboundary environmental impact of The Rail Baltica, taking into consideration both the transboundary nature and the objectives of The Rail Baltica, including changes in the traffic and passenger flow.
- 2.4. We have included the before mentioned provisions in our national EIA Programme, that was issued for the construction of Rail Baltica infrastructure in the territory of Latvia (issued on May 2015). We kindly ask the Ministry of Environment of the Republic of Lithuania to ensure that such provisions are also applied to EIA of The Project, so that the results and findings are compatible and the requirements for transboundary assessment can be effectively met.
- 2.5. We also draw your attention that there are no specially protected areas (of national or European value) in the territory of Latvia in the vicinity of defined alternatives No 1 and No 2 of The Project. Nevertheless, according to the information provided by Latvian Nature conservation Agency, protected habitats 6450 *Northern boreal alluvial meadows* and 6510 *Lowland hay meadows* are identified and registered in our national data base in the territory of possible crossing point Kamarde as well as in the vicinity of the possible crossing point Kamarde.
- 2.6. In addition, we give the following comments on the planned EIA and its scope:
- 2.6.1. It is necessary to develop solutions that would ensure connections of the location alternatives of the railway line included in the notification of the Ministry of Environment of the Republic of Lithuania with the route location alternatives advised during the EIA procedure organized by the Ministry of Transport of the Republic of Latvia.
- 2.6.2. It is necessary to assess the alternatives with regard to the actual environmental impact, that would include at least the following aspects: noise and vibration spread, natural values, landscape, cultural and historical objects, hydrologic

conditions, including land reclamation systems, geological and hydrogeological conditions, contemporary geological processes, agricultural land, forests, risks, probability of accidents and distribution of pollution caused thereof.

2.6.3. A comparison of all offered alternatives must be provided.

Aspects of cooperation, communication and consultations

Regarding the national conditions for EIA procedure we would like to draw your attention that Latvian legislation, in particular the Law on Environmental impact assessment, designates at 30 days long term for the process of public consultation when elaborated EIA report is discussed. The time is being counted from the day a publication is published in a corresponding newspaper (national, regional, local) which will be ensured by the Republic of Latvia after receiving information from the Republic of Lithuania. A public hearing meeting or several meetings, depending on the scope and affected territory of the intended activity are also mandatory. According to the national legislation, a public hearing meeting shall be held no sooner than 7 days after publication is published in a corresponding newspaper and no later than 10 days before the ending of public consultation process.

Taking into account the parallel EIA processes, we also find it essential to agree on the general terms for the effective cooperation and communication. We have included in our national EIA Programme (issued for the construction of Rail Baltica infrastructure in the territory of Latvia) that the EIA summary and all the information and evaluation to the extent and scope necessary for the transboundary environmental impact assessment including graphical materials and maps in relation to the transboundary environmental impact assessment shall be prepared in Lithuanian. We kindly ask the Ministry of Environment of the Republic of Lithuania to ensure that such provisions for translation in Latvian are also applied to EIA of The Project. We have also indicated the necessity to translate the EIA report in English. Nevertheless, respecting the tight schedules as well as resources and time that are necessary for qualitative translation of documents, we see it possible and reasonable for the Republic of Latvia and The Republic of Lithuania to agree on the extent to which the text of EIA report that shall be translated in English at the time of public consultations. We are looking forward to your opinion in this matter.

The contact information is provided bellow:

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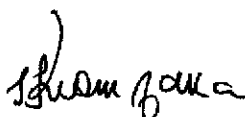
Mrs. Iveta Jegere

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We are looking forward to our successful bilateral cooperation in the field of environmental assessment in the transboundary context.

Sincerely yours,

Indra Kramzaka



Deputy Director of Environment State Bureau of the Republic of Latvia

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**MINUTES
OF THE INTERSTATE PUBLIC FAMILIARISATION (MEETING) WITH THE STRATEGIC
ENVIRONMENTAL IMPACT REPORT ON THE SPECIAL PLAN OF THE EUROPEAN STANDARD
RAILWAY LINE KAUNAS – LITHUANIAN AND LATVIAN STATE BORDER**

30 July, 2015
Riga

The interstate public familiarisation (meeting) was held in pursuance of the provisions of Article 7 of Directive 2001/41/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 26 March 2015, by its Letter No (14-1)-D8-2288 the Ministry of Environment of the Republic of Lithuania notified the Environment State Bureau of the Republic of Latvia of the performance of the Strategic Environmental Impact Assessment (hereinafter referred to as the "SEA") for the special plan of the European standard railway line Kaunas – Lithuanian and Latvian state border and invited the Republic of Latvia to take part in the interstate SEA.

On 5 May 2015, the Environment State Bureau of the Republic of Latvia by its Letter No 7-01/1072 informed the Ministry of Environment of the Republic of Lithuania about its participation in the interstate SEA.

On 13 July 2015, the Ministry of Environment of the Republic of Lithuania provided the Environment State Bureau of the Republic of Latvia with the draft SEA report and its translation into Latvian and English as well as offered the dates for the interstate consideration of the aforementioned document.

On 20 July 2015, having familiarised with the SEA report, the Environment State Bureau of the Republic of Latvia informed that the interstate public familiarisation (meeting) would be held on 30 July 2015 at 11 a.m. in the premises of the Environment State Bureau of the Republic of Latvia in Riga.

The interstate public familiarisation (meeting) took place on 30 July 2015 at 11 a.m. in the Ministry of Environmental Protection and Regional Development of the Republic of Latvia in Riga (Republic of Latvia).

Chairman of the public familiarisation (meeting) was Mantas Kaušylas, Development Manager at AECOM Infrastructure & Environment UK Limited branch;

Secretary of the public familiarisation (meeting) was Mykolas Dumbrava, Designer Assistant at AECOM Infrastructure & Environment UK Limited branch.

IN ATTENDANCE: list of participants is attached.

AGENDA:

- 1) Regarding the interstate public familiarisation with the strategic environmental impact report on the special plan of the European standard railway line Kaunas – Lithuanian/Latvian state border;

DISCUSSED:

- 1) the strategic environmental impact report on the special plan of the European standard railway line Kaunas – Lithuanian/Latvian state border (hereinafter referred to as the "Special Plan") drafted by AECOM Infrastructure & Environment UK Limited branch;

Arnolds Luksevics, director of the Environment State Bureau of the Republic of Latvia opened the public familiarisation (meeting), introduced the aims of this public familiarisation (meeting), informed that one of the main issues was the point crossing the Lithuanian-Latvian state border. He also noted that any suggestions regarding the SEA report could be submitted to the Latvian Environment State Bureau until 21 August 2015, meanwhile, the minutes of the public familiarisation (meeting) had to be written up within 3 (three) business days.

Mantas Kaušylas, chairman of the meeting, presented the agenda, informed that the organiser of the special plan was the Ministry of Transport and Communications of the Republic of Lithuania, and Lietuvos Geležinkeliai, AB (Lithuanian Railways) in accordance with a respective authorisation. He also noted that URS Infrastructure & Environment UK Limited branched had changed its name into AECOM Infrastructure & Environment UK Limited branch and said that when submitting suggestions or other correspondence, the new name of the company had to be pointed out.

Mantas Kaušylas familiarised the attendees with the basis of planning, the goals and objectives of the Special Plan, and mentioned that in parallel to the Special Plan a report on the environmental impact assessment (hereinafter referred to as the "EIA") was being drafted.

Mantas Kaušylas explained the link between the Special Plan and other plans and programmes and pointed out that the assessments were carried out with regard to the general territorial plan of the Republic of Lithuania and other underlying documents of the state and the European Union.

Mr Kaušylas familiarised the participants of the meeting with the conclusions of the feasibility study conducted by COWI in 2006, and the feasibility study carried out by AECOM in 2011 in accordance with which route A was approved. He explained that the approved route A did not conform to the solutions of the general territorial plan of the Republic of Lithuania, therefore, in order to compare different routes and to choose the optimal/most rational one, the SEA was drawn up in 2014. Following the drafting of the SEA, it was determined that the AECOM feasibility study, which was based on alternative A, was even more rational than provided for in the general territorial plan of the Republic of Lithuania.

Mantas Kaušylas pointed out that the conclusions of the 2014 SEA report also identified the drawbacks of route A. The conclusions stated that the AECOM route required specification in the territories of Jonava district municipality and Pasvalys district municipality.

Mantas Kaušylas said that the report on the 2014 SEA indicated that two points of the route of alternative A required a better solution. A more rational decision would be to move alternative A to the west, further from the karst area. Mantas Kaušylas also noted that the representatives of the Latvian Republic disagreed with the idea of moving the planned railway line to the west arguing that in such case not only the fertile agricultural territories would be crossed but also the densely inhabited rural district of Beļišķi.

Mantas Kaušylas presented the technical parameters of the planned railway line and remarked that railway line Rail Baltica had to be built in accordance with the latest Technical Specifications for Interoperability (TSI): the estimated speed of the railway line should be up to 250 km/h for passenger trains, and up to 120 km/h – for cargo trains; the length of cargo trains should range from 740 m to 1050 m, the useful length of the platform should be 200-400 m.

Mantas Kaušylas reported that the development concept of the Special Plan and the SEA report on the Special Plan were drafted following the assessment of the current state of the Special Plan. He also pointed out that the aim of the SEA was to identify the most rational alternative. He noted that the scope of the SEA report was determined after the document on the determination of the scope of the SEA was drafted and coordinated with the responsible authorities. On 24 March this year, the document on the establishment of the scope of the SEA was also provided to the representatives of the Republic of Latvia for familiarisation.

Mantas Kaušylas informed that on 12 May this year they received a response from the Environment State Bureau of the Republic of Latvia with proposals regarding the document on the determination of the scope of the SEA. In their letter they also pointed out that the point of crossing the border of the Republic of Latvia had to conform to the border crossing point specified in the AECOM feasibility study. Mr Kaušylas noted that to this end one of the alternatives was specified and it corresponded to the railway route planned in the Republic of Latvia.

Mantas Kaušylas expressed the wish to get more details on the factors which had effect on the planned railway line, namely, strategic development documents and programmes, technical requirements, territory planning documentation, environmental components, such as surface (water) bodies, geological and hydrogeological conditions, prevailing soils, protected areas, flora, fauna, public health, as well as transport communications and engineering networks.

Mantas Kaušylas presented the considered 4 alternatives which all started at the whereabouts of Kaunas city (Rokai Railway Station) and stretched up to territory of Panevėžys district municipality and all coincided. He also noted that given the conclusions of the 2014 SEA report which speculated that it was necessary to specify the route in the territory of Jonava district municipality due to the confluence of the Neris and Šventoji rivers and unstable soil, the route suggested in the AECOM feasibility study (A version) was moved from the eastern part of Jonava city whereabouts to the western part. He also informed that given the conclusion of the 2014 SEA report, namely, to move alternative A at least 10 km to the west in this way bypassing the karst area of the Northern Lithuania, the route of the feasibility study carried out by AECOM (version A) in the territories of Panevėžys district municipality and Pasvalys district municipality was pushed from the east to the west. Mantas Kaušylas remarked that to find a suitable point of crossing the border of the Republic of Latvia four potential crossing points of the Lithuanian/Latvian state border were identified; one of them, at the request of the representatives of the Republic of Latvia, was specified taking into consideration the route of the planned railway line in the territory of the Republic of Latvia.

Mantas Kaušylas presented the alternatives of the route of the planned railway line pointing out that alternatives No 3 and No 4 stretched across the city of Panevėžys, and alternatives No 1 and No 2 extended bypassing the territory of Panevėžys city municipality. He also informed that in case of alternatives No 3 and No 4, only the passenger railway station was planned, meanwhile, in case of alternatives No 1 and No 2, a passenger railway station would be built and, in addition, a cargo railway station as well as freight terminal could be built in its approaches.

Mantas Kaušylas pointed out that when drafting the SEA report, the specialists who drew up the plan used the data provided in the AECOM feasibility study as the baseline. He also reported that the traffic of 18 passenger trains and 13 cargo trains per day was estimated for the first operating year of the planned railway route. The traffic in 2040 would include 18 passenger trains and 24 cargo trains per day. Mantas Kaušylas noted the traffic of cargo train would be organised at the night time only from 0:00 a.m. to 6:00 a.m. On Sundays inspection and maintenance activity with regard to the railway line would be carried out. In addition, Mantas Kaušylas informed that the aforementioned details were used so as to assess negative effects on the environment and with the aim to plan appropriate mitigation measures to reduce them.

Mantas Kaušylas reported that determining the route of railway Rail Baltica, the plan makers took into account general plans of the municipalities within the territory under consideration as well as other territory planning documents, and estimated the dominating purpose of land in terms of every municipality.

Mantas Kaušylas pointed out that in all cases the goal was to reduce the effects on the environment, residents and health to the maximum. He also noted that different aspects analysed for each separate alternative were given points with the aim to use them later in the multi-criteria analysis so as to reason the most effective alternative.

Mantas Kaušylas said that after the assessment of the territorial planning documents was carried out, the conclusion was drawn that the best choice was alternative No 1. He also emphasised the drawbacks of the route, namely, that the route of the planned railway line stretched through the urban territories of Kaunas city, and advantages, i.e. that the route of the planned railway line did not traverse the residential territories of Panevėžys or the territory of the free economic zone of Panevėžys.

Mantas Kaušylas presented the strategic assessment of the effects on the environment in terms of such aspects as territory planning and land use, ambient air, surface water bodies, geological and hydrogeological, landscape, soil, minerals, protected areas, vegetation (forests), fauna, marshy localities, cultural heritage valuables, public health (noise), also engineering systems and transport communications. He named potential impact on the environment and measures to reduce the effects

with regard to each single aspect; he also presented the assessment results in terms of each aforementioned aspect which were then used in the multi-criteria analysis for the reasoning of the best alternative.

Mantas Kaušylas familiarised the attendees with the results and conclusions of the multi-criteria analysis of the SEA report. He informed that pursuant to the outcomes of the multi-criteria analysis carried out, the most rational offered solution for the planned railway line is route No 1: Rokai – Palemonas (Kaunas city municipality) – Neveronys (Kaunas district municipality) – Jonava – Pagiriai (Kėdainiai district municipality) – Ramygala – Uplytė – Janališkiai (Panevėžys district municipality) – Pušalotas – Joniškėlis – Vaškai – Kiemėnai – Dagiai (Pasvalys district municipality). He also remarked that in case of every alternative for the planned railway line two intermediate stations, i.e. sidetracks, were foreseen. They coincided in all alternative routes. Their useful length of station tracks amounts to 1,050 m. The first intermediate station is envisaged in the eastern part of the territory of Kėdainiai district municipality, and the second – in-between Joniškėlis town and Meškalauskis settlement.

Review of proposals/suggestions received from the public. After the presentation of the SEA report, Mantas Kaušylas announced that public familiarisations (meetings) had been organised in Lithuania, namely, in the regions of Kaunas and Panevėžys, before the meeting. He also presented the suggestions received from the residents during the aforementioned meetings. The main proposals focused on the movement of the route off from their managed land plots, there were also some requests to provide information on, whether the alternative routes of the planned railway line traversed their land plots. There was also a letter from the farmers of Pasvalys district with regard to the traverse of the agricultural territories within the territories of the railway route planned and with regard to their restricted activity. Mantas Kaušylas noted that the public was concerned about the negative outcomes in terms of alternative 1 where the planned railway route would cross the karst area. The public was informed that given the comprehensive geological explorations which were conducted before the familiarisation with the Special plan, no karst phenomena were identified.

Mantas Kaušylas reported that the meeting was also attended by the representative of the Ministry of Environment of the Republic of Lithuania, namely, Mr Aleksandras Gordevičius, the representative of Lietuvos Geležinkeliai, AB, namely, Ms Veronika Griganavičiūtė, director of Rail Baltica Statyba, UAB, namely, Dainius Budrys, and announced that the representatives of the Ministry of Environment and Rail Baltica Statyba, UAB, would like to speak up.

Aleksandras Gordevičius stated that the Ministry of Environment of the Republic of Lithuania was then examining the received SEA report and pointed out that it was a regular procedure in Lithuania and that the Ministry of Environment of the Republic of Lithuania would draw up conclusions regarding the SEA. Mr Gordevičius also drew attention to the fact that both in Lithuania and Latvia the EU directive was referred to in terms of the SEA, therefore, decisions were made only after the completion of the SEA procedures. He also noted that the alternative of the Special Plan could not be approved by a separate agreement. It could be approved only after the aforementioned procedures would complete and the Ministry of Environment of the Republic of Lithuania would measure the results of the procedures in selecting the alternative and determining border crossing points.

Aleksandras Gordevičius emphasised that the karst area in Lithuania was no discovery of the project Rail Baltica. It was included in a number of legal acts of the Republic of Lithuania regulating planning and use of territories, namely, Resolution No 343 of the Government of the Republic of Lithuania of 12 May 1992 “On the Approval of Special Terms and Conditions for the Use of Lands and Forests”, Resolution No 589 of the Government of the Republic of Lithuania of 24 December 1991 “On the Measures for Improving the Ecological State of the Karst Area of the Northern Lithuania”, Order No D1-1053 of the Minister for Environment of the Republic of Lithuania of 29 December 2011 “Regarding the Approval of Technical Construction Regulation STR 1.04.02:2004 ‘Engineering Geological and Geotechnical Investigations’”, Order No D1-655 of the Minister for Environment of the Republic of Lithuania of 4 December 2008 “Regarding the Identification of the Limits of the Karst Area

of Northern Lithuania and Groups of Intensive Karst Zones". He also pointed out that the Lithuanian Geological Survey carried out regular monitoring, drew map on soil vulnerability where three different type zones were marked in terms of vulnerability.

Aleksandras Gordevičius noted that with regard to the routes of the planned railway line, the most suitable way to decide on the alternatives in the territory of the Republic of Lithuania would be to look at those alternatives which did not traverse the karst region as, obviously, this factor made the construction activity more expensive and in the long-term, that is as long as the railway existed, we would have the situation where natural conditions are the determining factor. The zone of the state border between Lithuania and Latvia fell within the basins of river waters and their territory extended to the Baltic Sea bay. Given the fact that the Republic of Lithuania was incapable of ensuring security regarding karst phenomena which could cause accidents and pollutant spills they were interested in avoiding the aforementioned outcomes as the pollution could spread and reach the territory of the Republic of Latvia, but the damages would have to be covered by the Republic of Lithuania. For this reason this would affect the interests of the Republic of Lithuania as well as the interests of both countries. In addition, Mr Gordevičius remarked that in the Republic of Lithuania, in the zone of karst area, in particular, an agricultural support programme was implemented which was designated for clean agricultural activity, therefore, farmers wishing to be involved in the programme, had to prove the fact/act of organic farming conducted for a number of years. Mr Gordevičius stressed that in carrying out assessments the Ministry of Environment of the Republic of Lithuania would desire to take into consideration the aforementioned aspects and would correspondingly report the findings, therefore, it would insistently recommend avoiding the karst region.

Dainius Budrys informed that his represented company put all its efforts in coordinating and supervising the entire process related to the Rail Baltica project and he noted that following the presentation a thorough analysis of the alternatives was carried out and he emphasised that alternative No 1 which received the largest amount of points, was mostly offered by those who drafted the AECOM feasibility study in 2011. He also noted that that day there was a state border crossing point which was approved by an international agreement which was the result of a number of analyses. He remarked that the representatives of the Republic of Latvia had many disagreements regarding other alternatives of the planned railway line, and there should be discussions, analysis and talks held and they have to be taken into consideration and this was and will be done in the future. However, if no agreement was found, the railway line Rail Baltica would never be built. Mr Budrys wanted to ask both parties to leave aside any emotions and keep calm, and to do everything possible to implement the project. Mr Budrys also asked the representatives of the Republic of Latvia to assess the procedures in a more flexible manner and complete them faster. He thanked them in advance.

Questions and responses.

Edvins Beržinš, the representative of RB Rail AS, noted that if no agreement is found, the project was impossible. He also asked about the SEA noting that to receive the EU funding, SEA was one of the underlying factors. Mr Edvins Beržinš stated that as each of the states would prepare the assessment separately, there should be a point where the interstate effect was measured, it was of paramount importance to the entire project. Edvins Beržinš also remarked that Mr Gordevičius name the potential outcomes for the territory of the Republic of Latvia, if anything happened in the karst area, therefore, he asked, how other aspects could affect the territory of the Latvian Republic as the presentation contained no indications though this would be very important for the entire project.

Mantas Kaušylas answered that the plan organisers were drawing up a Special Plan in Lithuania, one of the stages of which was SEA. Besides, parallel they were drafting an environmental impact assessment (EIA) for the construction of the planned railway line and its later use. Mantas Kaušylas noted that the EIA was also carried out in the Republic of Lithuania and stressed that the SEA report presented that day was part of the Special Plan and its purpose was to reason the most rational alternative. However, as the solutions in the report were provide on the level of concept, the producers of the plan were anticipating only negative outcomes/effects, i.e. what they could be like, as well as the measures which should be envisaged to reduce the anticipated outcomes. While drafting the EIA and having the detailed solutions of the Special Plan available, after this SEA, during the

execution of the EIA the reasoned alternative would have all negative effects foreseen in terms of the territory of the Republic of Lithuania as well as the territory of the Republic of Latvia, taking an appropriate consideration of to what extent and what territory would be affected. Mr Kaušylas additionally noted that negative effects with regard to the karst region, underground water, noise at the border point between Lithuania and Latvia, pollution of surface waters, if there were any such in the vicinity, limitation of cultural heritage valuables by their solutions and effect on partially swampy territories were only stated that day. He also remarked that following the approval of a specific alternative, the notes submitted in the EIA report would be taken into consideration (a corresponding document was drafted in the Republic of Latvia at that moment). Mr Kaušylas also said that at that moment the producers of the plan had provided the representatives of the Republic of Latvia with an EIA programme which was coordinated in the Republic of Lithuania and the day before remarks and specifications were received from the representatives of the Republic of Latvia. For this reason in the nearest future the EIA report was planned to be provided where answers to the questions posed would be found.

The representative of RB Latvija pointed out that following the meeting in Lithuania wells were drilled in Latvia and Lithuania. She asked, whether the aforementioned explorations would be taken into account.

Mantas Kaušylas thanked the questioner for the geological report in Latvian sent the day before but acknowledged that they failed to examine it. He noted that if the aforementioned report was approved by responsible authorities, not partial designers, they would surely take it into consideration.

The representative of RB Latvija affirmed that the geological report was approved by responsible services.

Mantas Kaušylas noted that in such case the producers of the plan would definitely take the report into account but would have to present it to the Ministry of Environment of the Republic of Lithuania for familiarisation.

Ivars Nakurts asked, what the probability was that the accidents mentioned before would occur.

Mantas Kaušylas answered that the probabilistic [risk] assessment would be carried out during the EIA for the specific alternative.

Latvian representative asked, whether the conclusion could be drawn that there were no karst phenomena on the side of the territory of the Republic of Lithuania (in the range of 3 km).

Mantas Kaušylas asserted that it could be [drawn], however, given the comment of the representative of RB Rail AS, the specialist drawing up the plan would have to assess the karst phenomenon in the territory of the Republic of Latvia; therefore, they hoped for unconditional, fast, honest and open cooperation while drafting the EIA report. Mr Kaušylas noted that along with the representatives of the Republic of Lithuania, he believed that such cooperation was the key to a faster completion of the project.

Ivars Nakurts said that given the EU directive, the areas where flood risks were possible had to be marked, namely, the territories had to be identified and the degree of frequency had to be determined, regardless of whether the aforementioned territories were in the vicinity of the Lithuanian border or the Latvian border. He asked, whether there were any explorations/research with regard to the possibility of floods carried out. He also noted that there had been statements that embankments, bridges would be built, landscape would change; he asked, how these aspects would affect rivers and the possibility of flood.

Mantas Kaušylas remarked that the Special Plan was drawn up on the topographical basis. The main structures of the railway line, subgrades were designed in all the case of each alternative, as well as the heights of the heads of rail tracks above the ground level were designed. Mr Kaušylas also noted that in many places the planned railway line was significantly higher than the surface of the ground and that overflows, bridges and other structures required for the diversion of water were also planned. Mr Kaušylas informed that when planning bridges in the territory of the Republic of Lithuania, all possible water debits both during floods and ebb-tides were assessed. He pointed out that the authors of the plan would have reviewed the flood risk plans and would have detailed the solutions, if they had been provided with the aforementioned plans. To this end Mantas Kaušylas

asked the competent parties to provide the aforementioned plans in the territory of the Republic of Latvia as soon as possible.

Representative Ivars Namures pointed out that the Ministry of Environment of the Republic of Latvia was only underway in terms of drawing up of the mentioned plans.

Mantas Kaušylas asked, whether the Republic of Latvia could assign its representative to undertake to provide the aforementioned plans or their extracts before a specific agreed date.

Representative Ivars Nakurts noted that only the plans on the risk of floods with regard to the Lēluva river were available, and the plans for other rivers had not been drafted yet.

Ivars Nakurts remarked that during the presentation it was mentioned that bridges, overhead roads and other structures intended to ensure free water flow were planned to be built. He asked, whether it was thought about who would supervise the overflows later because given the experience of the Republic of Latvia, territories in the vicinity to overflows turned into swamps if no supervision was exercised.

Mantas Kaušylas reported that such activity would be carried out by the company using and maintaining the railway.

Ivars Nakurts asked about the risk of accidents and said that, in his opinion, though the railway line would be electrified, cargos would be transported using non-electric trains with internal combustion engines, in the same manner hazardous cargos would be transported. Thus he asked, whether such risks had been measured.

Mantas Kaušylas pointed out that the specialists having drafted the plan during its preparation strictly observed the AECOM feasibility study and in accordance with traffic intensity specified therein. The aforementioned provision was stipulated in the agreement with the planners as the entire information of the feasibility study was provided with the aim to receive the EU funding. He, therefore, informed that in accordance with the aforementioned feasibility study, both passenger and cargo trains would use electric power. Mr Kaušylas also noted that with regard to hazardous cargos, there was difference, whether the railway was European standard or "Russian", as hazardous cargos account for 30-40 % of all cargos, such as oil products, fertilisers, etc. For this reason, corresponding technical safety standards would be transposed but no other additional solutions were envisaged.

Ivars Nakurts asked, whether given the fact that hazardous cargos will be transported, trees should not be cut down in the distance of 50.

Mantas Kaušylas answered that the designers of the plan would establish the security zone of the planned railway line and would point out all possible activities within it.

Ivars Nakurts noted that the planned railway line would stretch across non-urban territories, fields, therefore, approach roads should be anticipated so that service vehicles could access the railway. He asked, whether a service road would be built in parallel to the railway line.

Mantas Kaušylas answered that technical service road was indeed planned along the entire planned railway line.

Ivars Nakurts wanted to receive specification about, whether only electric trains would run at night time.

Mantas Kaušylas reasserted the questioner that in accordance with the AECOM feasibility study only electric trains were provided for.

Ivars Nakurts asked, whether the planned railway line could be compared to the railways in Germany when carrying out risk analysis.

Mantas Kaušylas answered that this could be done.

Ivars Nakurts asked, whether the German experience was taken into consideration with regard to how often accidents might occur and in terms of other problems. He also noted that this information is important as authorities have to prepare by estimating the number of vehicles and the amount of equipment required to carry out rescue activity.

Mantas Kaušylas remarked that the EU standards and requirements were adhered to both during the period of railway line planning, during the drafting of the EIA, and in the later operating periods. He also noted that Rail Baltica planned in all Baltic States was designed in accordance with the latest Commission Regulation On the Technical Specifications for Interoperability Relating to the 'Infrastructure' Subsystem of the Rail System in the European Union.

Ivars Nakurts noted that the preparers of the Special Plan should estimate the amount of capabilities required for services.

Mantas Kaušylas informed that the aforementioned questions would be considered during the drafting of EIA which had already started to be drawn up and which would include all fire safety issues. Mr Kaušylas, however, would once again like to ask for a close cooperation and he wanted to know what measures were planned for the removal of the aforementioned circumstances in the railway line plans of the Latvian and Estonian Republics. He also noted that in the border zone territories, e.g., at Bauska, emergency equipment for train accidents used could be transported from a point in Lithuania and vice versa. Mr Kaušylas also remarked that in order to avoid the repetition of the aforementioned question during the EIA, he would ask the representatives of the Republic of Latvia to point out the deadline by which they would like to receive situation plans. Mr Kaušylas said that no agreement had been reached on the flood risk plans because, as aforementioned, plan producers had to take flood risk assessments into consideration but no information with regard to them was available. For this reason he asked, whether the representatives of the Republic of Latvia could specify the deadline by which they could provide the aforementioned information.

The representatives of the Republic of Latvia failed to specify any term of deadline for the submission of flood risk assessment plans. They also failed to point out the date before which the plan producers would have to present the situation scheme in terms of emergencies management centre.

Mantas Kaušylas noted that the plan producers offered to provide the aforementioned information before 10 August this year and that they would like to get some details from the representatives of the Republic of Latvia so as to coordinate the information.

Arnolds Luksevics informed that they had a meeting on that day and that some specialists could immediately answer the question with regard to the flood risk plans. He promised to provide the required information. He also noted that he agreed that useful information which could be used during the EIA would be exchanged between the two countries. Nevertheless, he remarked that the plan producers of the Republic of Lithuania had probably no fire rescue situation plan; therefore, there could be no discussions for the meantime. He added that he could not set the deadline because given the fact that a lot of specialists were on holiday, no term could be objectively determined.

Dainius Budrys offered to enter a preliminary date marking that the representatives of the Republic of Latvia would make every effort.

Arnolds Luksevics promised that information would be immediately transferred to the environmental protection department as everyone was interested, therefore, information would be sent, however, they needed to agree on the e-mail address to be used for sending all details so as to avoid any disagreements/(misunderstandings), as flood risk plans were required both in the territory of Lithuania and in the territory of Latvia. He also pointed out that he could not affirm what particular information they could provide. In any case, he assured that they definitely could provide details river debits.

Dainius Budrys believed that information would be exchanged before 10 August this year.

Mantas Kaušylas noted that the conditions for exchanging information had to be also applicable to the designers of the Republic of Latvia as the plan producers failed to receive any information from them. For instance, 2 weeks ago there was a request regarding the provision of information with regard to the substations planned in the territory of Latvia, however, no response was received.

Arnolds Luksevics enquired why the scores provided in English and Latvian texts of the presentation were different.

Mantas Kaušylas informed that figures could differ because the SEA was in the stage of coordination and plan producers kept updating details in terms of certain aspects, e.g., last week Lietuvos Geležinkeliai, AB (planning organiser according to the authorisation) requested to supplement the assessment from the technological point of view.

Arnolds Luksevics wanted to know which version was the main.

Mantas Kaušylas pointed out that the English version was considered to be the final.

The representative of RB Latvija remarked that the Latvian and Estonian projects estimated that cargo trains would run during the daytime too.

Mantas Kaušylas said that the plan producers referred to the AECOM feasibility study which was approved by the agreement among the ministers of the Baltic states dated 2011 and that no new forecasts were made, therefore, if the plan producers of the Republic of Latvia had carried out traffic forecasts, such information would be requested to be provided for familiarisation.

The representative of RB Latvija remarked that the decision on this issue should be made by the Ministry of Transport and Communications of the Republic of Latvia.

Mantas Kaušylas pointed out that cooperation should be direct and that relevant information should be sent as soon as possible, especially, if it was new, and added that the parties had exchanged their contact details.

The representative of RB Latvija noted that if trains ran at night only, noise reduction wall panels would be very expensive.

Mantas Kaušylas responded that this information was known and that the plan producers had taken this into consideration. He also noted that to the date the plan producers had not finished a comprehensive noise modelling plan as no specific railway line was approved. However, if the Latvian representatives forwarded the traffic intensity forecast according to which cargos would be transported and it was approved by the transport ministry as appropriate for noise modelling, the plan producers would surely assess the provided data.

The representative of RB Latvija informed that at the moment noise modelling was carried out in Latvia.

Mantas Kaušylas remarked that the discussion was on the traffic intensity, not the noise modelling, and asked to provide details on the traffic intensity which are used for modelling so as to avoid considerable differences among the solutions.

The representative of RB Latvija responded that information would be provided as soon as it was prepared.

Mantas Kaušylas noted that the plan producers of the Lithuanian Republic and Latvian Republic would have to integrate their wall solutions.

The representative of RB Latvija thanked everyone for the proposals and suggestions and also remarked that attention should be drawn to the fact that the strategic assessment of the effects on the environment is only of the stages and that the ministries of the Latvian and Lithuanian Republics will need to organise meetings and coordinate their solutions for a long time ahead. She also thanked everyone for provided information.

Mantas Kaušylas announced the end of the public familiarisation with the SEA report on the Special Plan (1:50 p.m.).

No written proposals were received during the public familiarisation with the SEA report on the Special Plan.

Material (slides) presented during the public familiarisation is attached.

The minutes signed on: 04/08/2015.

Chairman of the meeting



Mantas Kaušylas

Secretary of the meeting



Mykolas Dumbrava

**PUBLIC MEETING FOR STRATEGIC ASSESSMENT OF THE EFFECTS ON THE ENVIRONMENT OF
EUROPEAN GAUGE RAILWAY LINE BETWEEN KAUNAS AND THE LITHUANIAN – LATVIAN
BORDER SPECIAL PLAN**

(project name of territorial planning document)
Peldu str. 25 Riga, Latvia, July 30th, 2015, 11:00
(place, date and exact time)

PUBLIC MEETING PARTICIPANTS

No.	Name and surname	Address, phone number/agents authority, position, address, phone number	Signature	Proposal registration number
1.	Iļze Aligate	VARAM, iļze.aligate@varam.gov.lv		
2.	ILMA VALDMANE	VARAM, ilma.valdimane@varam.gov.lv		
3.	Vilnis Salenieks	VARAM, vilnis.salenieks@varam.gov.lv		
4.	A. Giordevičius	Min. of Environment/LT		
5.	Dainis Budrys	Rail Baltica stalyba		
6.	Dionisa Gijanauskaitė	AB, diosona.gijanauskaitė@litrail.lt		
7.	Inga Bērziņa	Latvian Road Administration		
8.	Māra Laube	"Latvijas Gāze"		
9.	Aigars Bratulis	SM "ELLE"		
10.	Arnis Šķeršlins	RB Latvija		
11.	Nils Belošs	RB Latvija		
12.	Inga Brolīte	RB Latvija		
13.	Agnis Driķina	SM		
14.	Edgars Šerpiņš	RB RAIC AS		
15.	TALIS LINARIS	VARAB		
16.	Inta Epolina	VARA 4, inta.epolina@varas.gov.lv		
17.	Diana Saulīte	VARAM,		
18.	Jasmina Čokova	ACK		
19.	Ivars Nakrošs	State Fire and Rescue Service of Latvia		
20.	Sigita Šķēde	" "		
21.	Jānis Ušča	VARAM		
22.	ARVILS ZELTĀVIS	Ārlietu ministrija		
23.	ZANE ZALITE	ĀRLIETU MINISTRIJA		
24.	Arvids Zundars	VPVB		
25.	Arvids Zundars	VPVB		
26.	MYKOLAS DUMBAVA	AECOM		
27.	Heidi Keningler	AECOM		

Planavimo organizatorius
(ar jo egalistas asmuo)

Sentius Christaus

2016-12-02



URS

Eiropas standarta platuma dzelzceļa līnijas Kauna-Lietuvas/Latvijas valsts robeža speciālā plāna stratēģiskā ietekmes uz vidi novērtējuma atskaite



Publiskā apspriešana, Rīga

30.07.2015.

1.691



Europos Sąjungos bendrai finansuota
Transeuropinis transporto tinklas (TEN-T)



Plānošanas pamats

- 1. Lietuvas Republikas Ministru kabineta 2012. gada 26. septembra lēmuma Nr. 1195 „Par Eiropas standarta platuma dzelzceļa līnijas Kauņa-Lietuvas/Latvijas valsts robeža būvniecības sagatavošanās darbu plāna apstiprināšanu” 1. punkts „sākt izstrādāt valsts mērogā īpaši svarīga projekta „Rail Baltica” Eiropas standarta platuma dzelzceļa līnijas Kauņa-Lietuvas/Latvijas valsts robeža speciālo plānu”;**
- 2. Lietuvas Republikas Ministru kabineta 2013. gada 22. maija lēmums Nr. 438 „Par valsts mērogā īpaši svarīga projekta „Rail Baltica” Eiropas standarta platuma dzelzceļa līnijas Kauņa – Lietuvas/Latvijas valsts robeža speciālā plāna izstrādāšanas uzsākšanu un Lietuvas Republikas Ministru kabineta 2012. gada 26. septembra lēmuma Nr. 1195 „Par Eiropas standarta platuma dzelzceļa līnijas Kauņa – Lietuvas/Latvijas valsts robeža būvniecības sagatavošanās darbu plāna apstiprināšanu” grozīšanu”;**
- 3. Lietuvas Republikas satiksmes ministra 2013. gada 10. jūlija rīkojums Nr. 3-371 „Par Eiropas standarta platuma dzelzceļa līnijas Kauņa – Lietuvas/Latvijas valsts robeža speciālā plāna plānošanas darbu programmas apstiprināšanu”;**

Speciālā plāna mērķi

- 1) Izstrādāt speciālo plānu;
- 2) Izvēloties racionālāko Eiropas standarta dzelzceļa līnijas trasi, savienot Baltijas valstis ar citām ES dalībvalstīm;

Speciālā plāna uzdevumi (1)

Plānošanas uzdevumi:

- 1) **Veikt inženierģeoloģisko un ģeotehnisko izpēti**, vadoties pēc būvniecības tehniskā reglamenta STR 1.04.02:2011 „Inženierģeoloģiskā un ģeotehniskā izpēte”, kas apstiprināts ar Lietuvas Republikas vides ministra 2011. gada 29. decembra rīkojumu Nr. D1-1053 „Par būvniecības tehniskā reglamenta STR 1.04.02:2011 „Inženierģeoloģiskā un ģeotehniskā izpēte” apstiprināšanu”, novērtēt ģeoloģisko apstākļu piemērotību būvniecības nosacījumu pamatošanai, un citu izpēti veikt pēc vajadzības (arheoloģisko u.c.);
- 2) Ievērojot Eiropas standarta platuma dzelzceļa līnijas Kauņa – Lietuvas/Latvijas valsts robeža stratēģiskā ietekmes uz vidi novērtējuma (turpmāk – SIVN) atskaitē sniegtos secinājumus un plānošanas uzdevumu 1. punktā norādītos pētījumu rezultātus, **veikt SIVN** Pasvales rajona pašvaldības un Jonavas rajona pašvaldības teritorijā (un citās teritorijās saskaņā ar SIVN subjektu vērtēšanas secinājumiem), lai izvēlētos optimālas trases alternatīvas un noteiktu labāko alternatīvu;
- 3) **Izstrādāt plānojamās teritorijas attīstības koncepciju**, kurai rakstiski ir jāpiekrīt arī plānošanas organizatoram, publiski jāiepazīstina sabiedrība ar attīstības koncepciju;

Speciālā plāna galvenie mērķi un uzdevumi (2):

- 4) Jāveic attīstības koncepcijas neatkarīgs profesionāls novērtējums;
- 5) Jāizskata meža zemes transformēšanas cita pielietojuma zemē un valsts nozīmes meža platību precizēšanas **nepieciešamība**;
- 6) Jāizveido jauni meža nogabali, un jāizstrādā konkrēti Eiropas standarta platuma **dzelzceļa līnijas** Kauņa – Lietuvas/Latvijas valsts robeža būvniecības **risinājumi**;
- 7) Ievērojot plānošanas uzdevumu 2. un 4. punktā norādīto vērtējumu rezultātus un speciālā plāna konkrētos risinājumus, **rezervēt teritorijas Eiropas standarta platuma dzelzceļa līnijas** Kauņa – Lietuvas/Latvijas valsts robeža būvniecībai;
- 8) Noteikt plānojamās teritorijas izmantošanas, apsaimniekošanas un aizsardzības pasākumus un citas prasības;
- 9) Norādīt speciālos zemes izmantošanas nosacījumus;

Speciālā plāna galvenie mērķi un uzdevumi (3)

- 10) Saplānot Eiropas standarta platuma dzelzceļa līniju Kauņa – Lietuvas/Latvijas valsts robeža**, kura atbilstu ES savstarpējas izmantojamības tehniskajām specifikācijām un Lietuvas Republikas normatīvo aktu prasībām, kā arī pārvadājumu vajadzībām, palielinātu atsevišķu transporta nozaru savstarpējo izmantojamību, lai radītu labvēlīgus apstākļus ražošanas un pakalpojumu sniegšanas sektora attīstībai, būtu saistīta ar blakus esošo teritoriju plānoto attīstību un šo teritoriju plānošanas dokumentu risinājumiem;
- 11) Nodrošināt pasākumu, kas palielina satiksmes drošību, īstenošanu un samazināt transporta negatīvo ietekmi uz vidi;**

Jāuzsver, ka veicamais speciālā plāna SILVN ir speciālā plāna izstrādes procesa daļa un plānošanas līdzeklis, kas palīdz pieņemt piemērotāko risinājumu alternatīvu. Tāpat jāuzsver, ka izstrādājot **speciālo plānu, paralēli tiek veikts arī ietekmes uz vidi novērtējums**, vadoties pēc LR plānojamās saimnieciskās darbības ietekmes uz vidi novērtējuma likuma prasībām.

Speciālā plāna salāgojums ar citiem plāniem un programmām (1)

Lietuvas Republikas plāni, programmas, stratēģiskie dokumenti:

- Lietuvas Republikas teritorijas kopējais plāns;
- Valsts ilglaicīgas attīstības stratēģija;
- Nacionālā klimata pārmaiņu pārvaldības politikas stratēģija;
- Nacionālās klimata pārmaiņu pārvaldības politikas stratēģijas 2013.-2020. gada mērķu un uzdevumu īstenošanas starpinstitucionālais darbības plāns;
- Nacionālā harmoniskas attīstības stratēģija;
- Ilglaicīgā (līdz 2025. gadam) Lietuvas transporta sistēmas attīstības stratēģija;
- Nacionālā satiksmes attīstības 2014.-2022. gada programma.

Speciālā plāna salāgojums ar citiem plāniem un programmām (2)

COWI pētījums

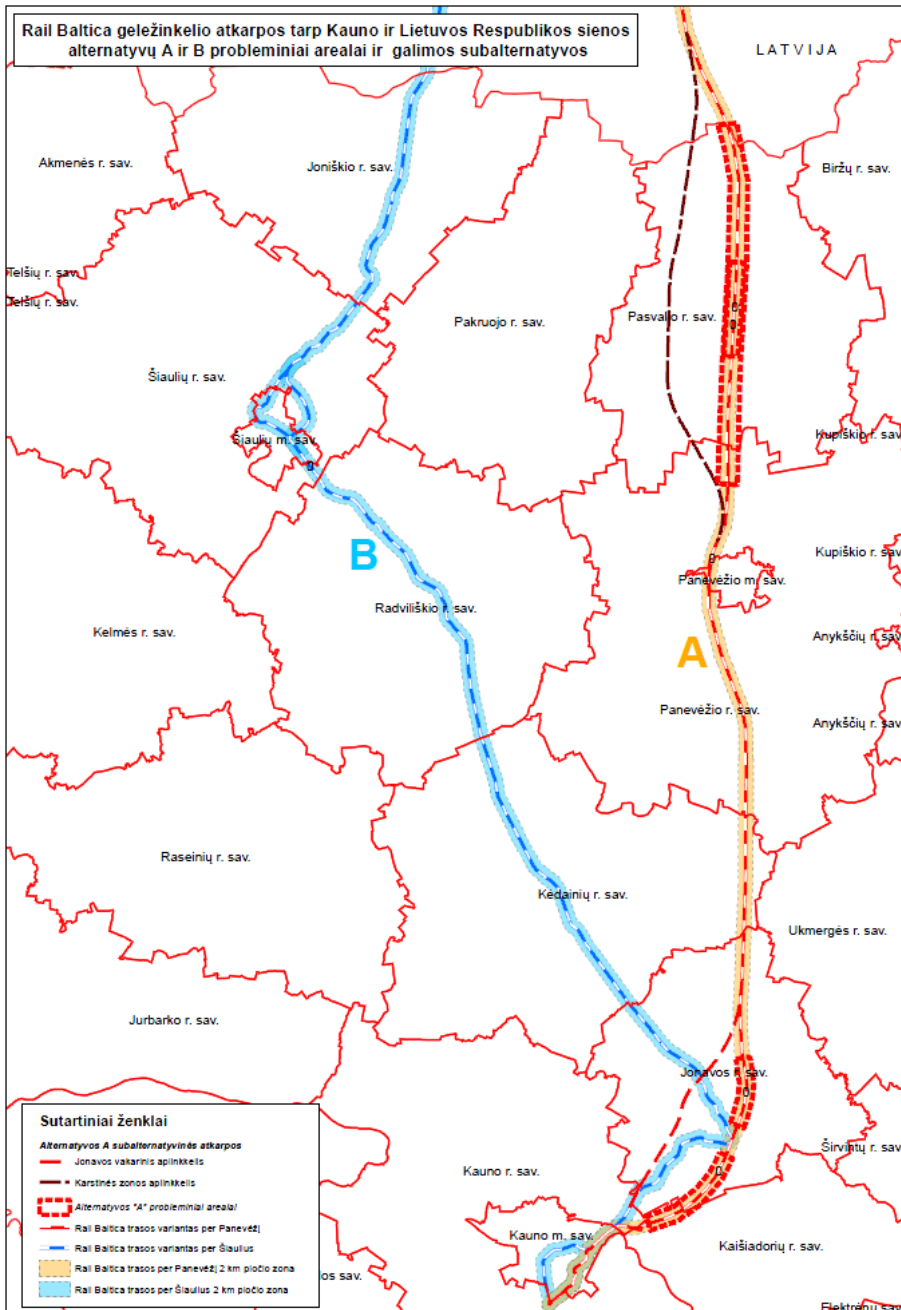
- 1. pakete. Minimālais projektētais ātrums - 120 km/h
- 2. pakete. Minimālais projektētais ātrums - 160 km/h
- 3. pakete. Eiropas standarta platuma sliedes

AECOM pētījums

- 1. variants. Jauns ceļš. LR robeža – Kauņa – Paņevēža – Rīga – Pērnavā – Tallina;
- 2. variants. Esošais ceļš. LR robeža – Kauņa – Jelgava – Rīga – Pērnavā – Tallina;
- 3. variants. Jauns ceļš. LR robeža – Kauņa – Paņevēža – Rīga – Valmiera – Tartu – Tallina;
- 4. variants. Esošais ceļš. LR robeža – Kauņa – Jelgava – Rīga – Valmiera – Tartu – Tallina;

2014. g. SIVN

- AECOM pētījumā ieteiktā 1. variantā alternatīva tiek izvērtēta kā „A alternatīva”.
- Lietuvas Republikas teritorijas kopējā plānā paredzētā dzelzceļa „Rail Baltica” josla tiek izvērtēta kā „B alternatīva”.



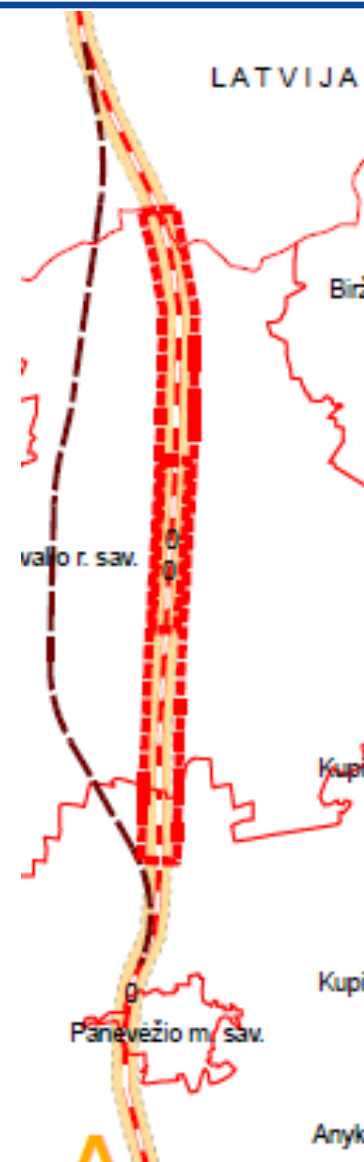
2014. g. veiktais SIVN

2014. gada SIVN laikā, identificējot vietas, kurās objektīvu šķēršļu dēļ dzelzceļa „Rail Baltica” dzelzceļa līniju ieplānot aplūkotajās joslās nav iespējams, piedāvāts citās projekta kārtās (speciālā plāna izstrādes laikā) meklēt labākas apakšalternatīvas – divos prioritārās A alternatīvas posmos pie Jonavas un pie Pasvales.

„Eiropas standarta platuma dzelzceļa līnijas Kauņa-Lietuvas/Latvijas valsts robeža stratēģiskais ietekmes uz vidi novērtējums (2014.)”.

SIVN atskaites saskaņošanas atzīme (saskaņota ar piezīmēm):

1. Divos A alternatīvas posmos (gar Jonavu un Pasvali) nākamajā teritoriju (speciālās) plānošanas kārtā ir **mērķtiecīgi meklēt optimālākas trasēšanas apakšalternatīvas** (Lietuvas Republikas Vides ministrija);
2. Racionālāks risinājums **A alternatīvu pabīdīt vismaz 10 km uz rietumiem, apejot Ziemeļlietuvas karsta reģionu** (Lietuvas Republikas Vides ministrija);
3. Bauskas pašvaldība apakšalternatīvai nepiekrīta, motivējot, ka **apakšalternatīva ne tikai šķērso nacionālās nozīmes lauksaimniecības zemes**, bet arī visai blīvi apdzīvoto Gailīšu pagastu;
4. Uzskatām, ka ievērojot to, ka karsta reģiona robeža nebeidzas Lietuvas Republikas teritorijā, Latvijas Republikai būtu **racionāli apsvērt AECOM pētījumā parādīto dzelzceļa līnijas „pabīdīšanas” uz rietumiem scenāriju** (Sweco Lietuva atbilde Bauskas pašvaldībai).



Plānotās dzelzceļa līnijas tehniskie parametri

Lai noteiktu tehniskos ierobežojumus, AECOM pētījumā tika pieņemts, ka „Rail Baltica” tiks izbūvēta saskaņā ar jaunākajām savstarpējas izmantojamības tehniskajām specifikācijām (SITS):

- Līnijas kategorija – IV-M;
- Būvju tuvuma gabarīts – GC;
- Maksimālā ass slodze – 25 tonnas;
- Maksimālais līnijas ātrums – 240 km/h (šādu ātrumu izmanto, veidojot sliežu ceļa un ģeometrijas projektu).
- Maksimālais vilciena garums – 750 m.

Jāuzsver, ka SITS prasības ir atjauninātas, vadoties pēc 18.11.2014. Komisijas Regulas (ES) Nr. 1299/2014 par Eiropas Savienības dzelzceļu sistēmas infrastruktūras apakšsistēmas savstarpējas izmantojamības tehniskajām specifikācijām. Saskaņā ar minētās regulas datiem, plānotā dzelzceļa līnija ir P2-F1, ass slodze – 22,5 t, gabarīts – GC, **dzelzceļa līnijas ātrums – 200-250 km/h pasažieru vilcieniem, 100-120 km/h kravas vilcieniem.** Vilciena garums – **740-1050 m.** Lietderīgais perona garums – **200-400 m.**

Plānotās dzelzceļa līnijas trasi ietekmējošie faktori

- Stratēģiskie dokumenti un programmas, citi attīstības dokumenti;
- Tehniskās prasības;
- Teritoriju plānošanas dokumenti;
- Būvniecības izmaksas;

Vides komponenti:

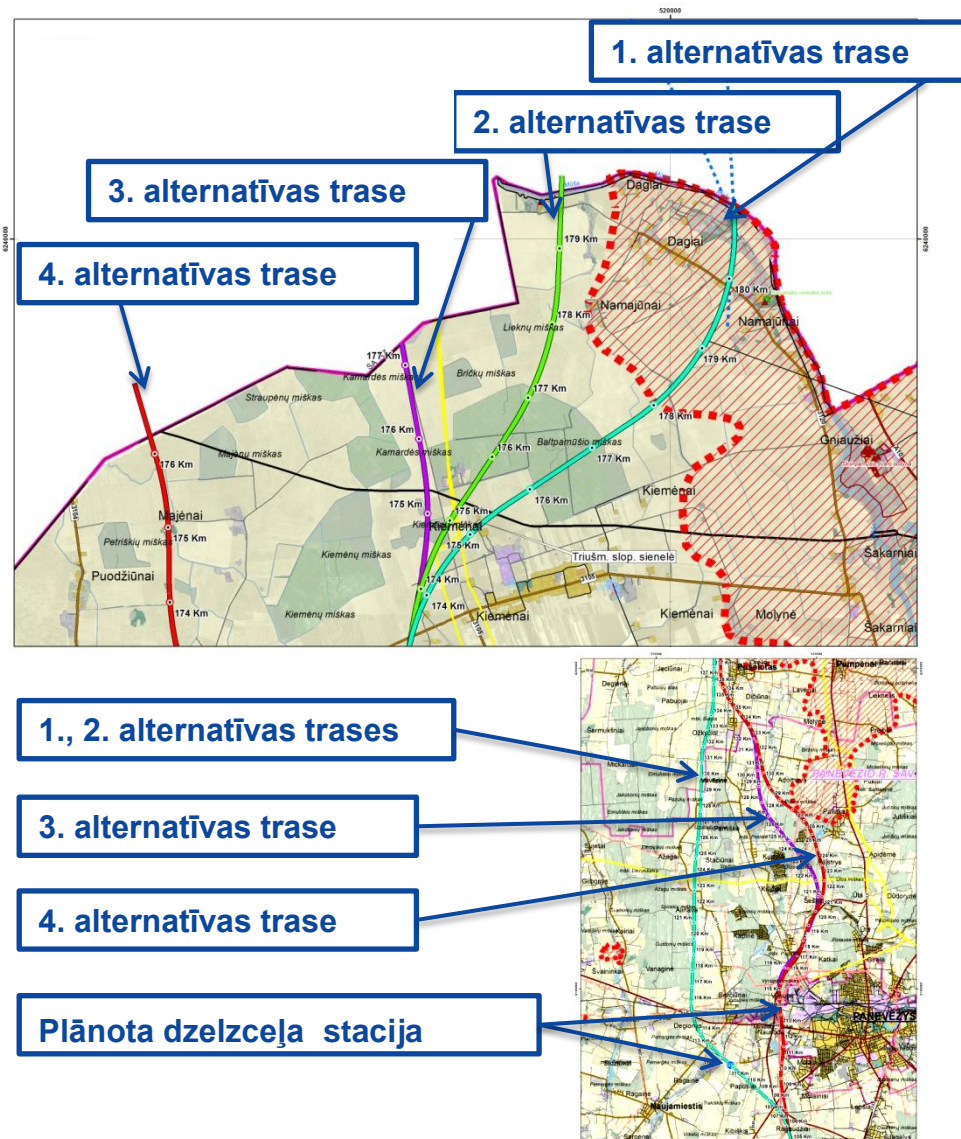
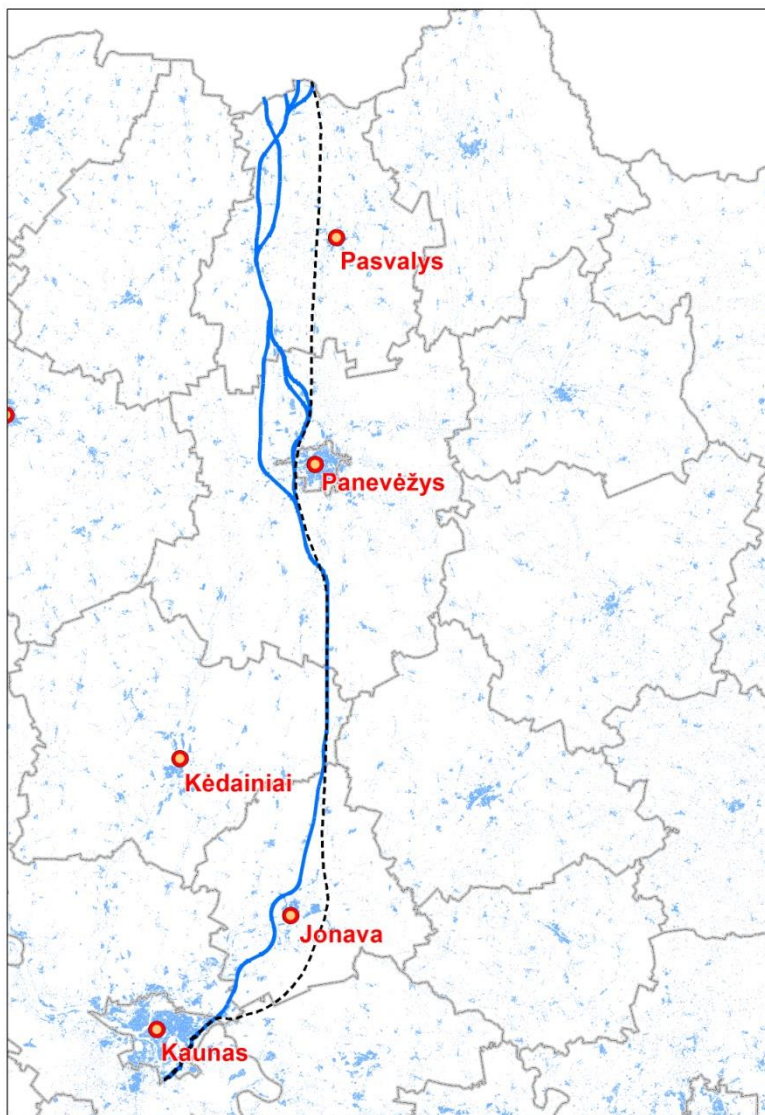
- Virszemes ūdentilpes;
- Ģeoloģiskie un hidroģeoloģiskie apstākļi;
- Augsne;
- Ainava;
- Aizsargājamās teritorijas;
- Augu valsts;
- Dzīvnieku valsts;
- Sabiedrības veselība;

■ Satiksmes komunikācijas

■ Inženiertīkli



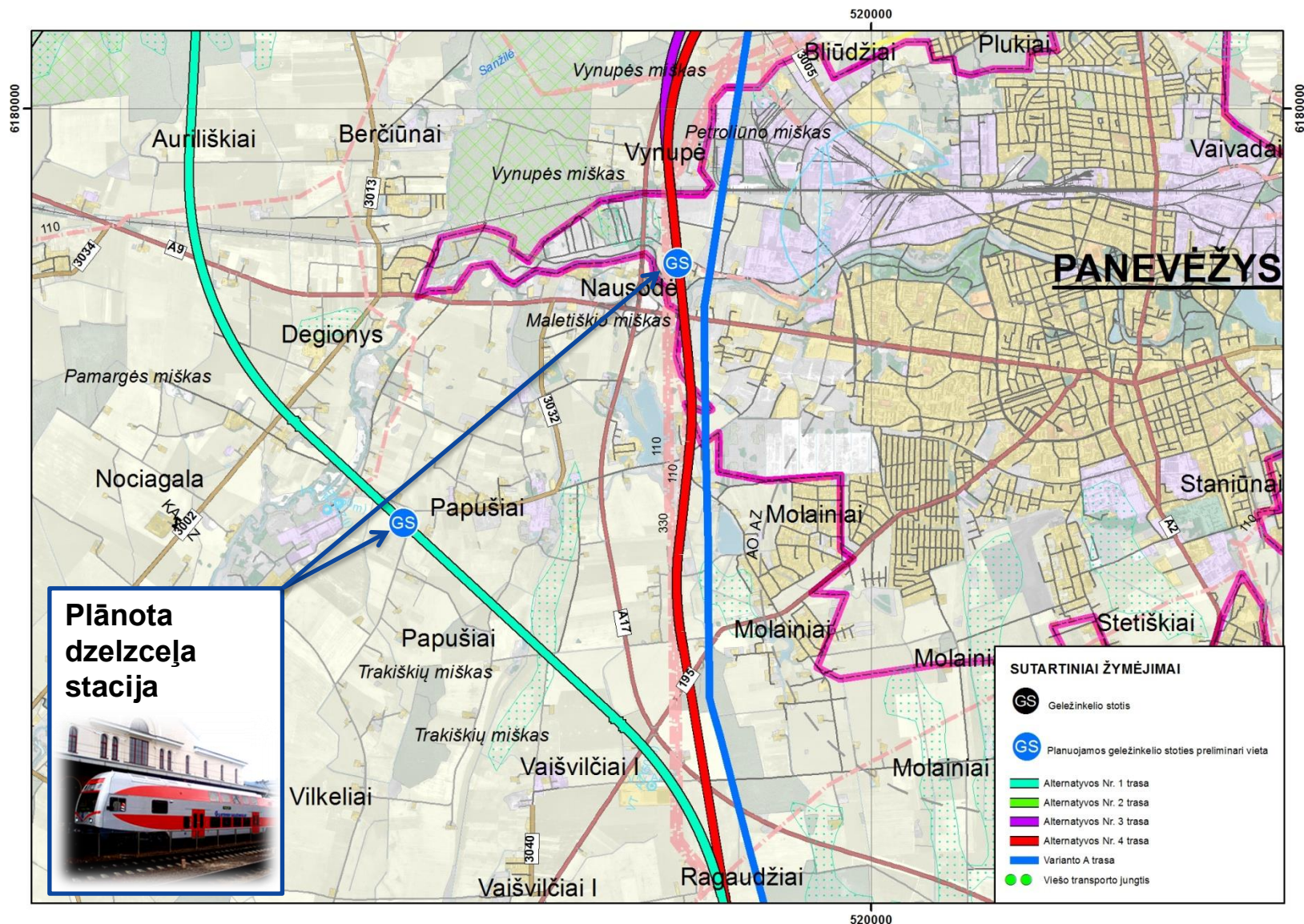
Apspriežamās speciālā plāna koncepcijas alternatīvas (1)



Apspriežamās speciālā plāna koncepcijas alternatīvas (2)

Trases teritorijas nosaukums	Trases maršruts
1. alternatīvas trases teritorija	Roki – Palemonas (Kauņas pils. pašvald.) – Neveroņi (Kauņas raj. pašvald.) – Jonava – Pagirji (Kēdaiņu raj. pašvald.) – Ramīgala – Upīte – Janališķi (Paņevēžas raj. pašvald.) – Pušalota – Jonišķeļi – Vaški – Kiemēni – Dagji (Pasvales raj. pašvald.);
2. alternatīvas trases teritorija	Roki – Palemonas (Kauņas pils. pašvald.) – Neveroņi (Kauņas raj. pašvald.) – Jonava – Pagirji (Kēdaiņu raj. pašvald.) – Ramīgala – Upīte – Janališķi (Paņevēžas raj. pašvald.) – Pušalota – Jonišķeļi – Vaški – Kiemēni – Kamarde (Pasvales raj. pašvald.);
3. alternatīvas trases teritorija	Roki – Palemonas (Kauņas pils. pašvald.) – Neveroņi (Kauņas raj. pašvald.) – Jonava – Pagirji (Kēdaiņu raj. pašvald.) – Ramīgala (Paņevēžas raj. pašvald.) – Paņevēža – Janališķi (Paņevēžas raj. pašvald.) – Pušalota – Jonišķeļi – Vaški – Kiemēni (Pasvales raj. pašvald.);
4. alternatīvas trases teritorija	Roki – Palemonas (Kauņas pils. pašvald.) – Neveroņi (Kauņas raj. pašvald.) – Jonava – Pagirji (Kēdaiņu raj. pašvald.) – Ramīgala (Paņevēžas raj. pašvald.) – Paņevēža – Paīstris (Paņevēžas raj. pašvald.) – Pušalota – Jonišķeļi – Vaški – Majēni (Pasvales raj. pašvald.);

Paņevēžas pilsētas un rajona situācijas shēma



Plānotā vilcienu satiksmes intensitāte, vilcieni diennaktī (avots: AECOM pētījums)

- Jāuzsver, ka pasažieru vilcienu satiksme ir paredzēta apmēram no plkst. 6.00 līdz 24.00, ar intervālu ik pēc 2 stundām.
- Preču vilcienu satiksmi paredzēts organizēt nakts laikā no plkst. 24.00 līdz 6.00;
- Svētdienās paredzēti dzelzceļa līnijas pārbaudes un apkopes darbi, tāpēc pasažieru vilcienu grafiks tiek noteikts citāds, nekā pārējās nedēļas dienās;

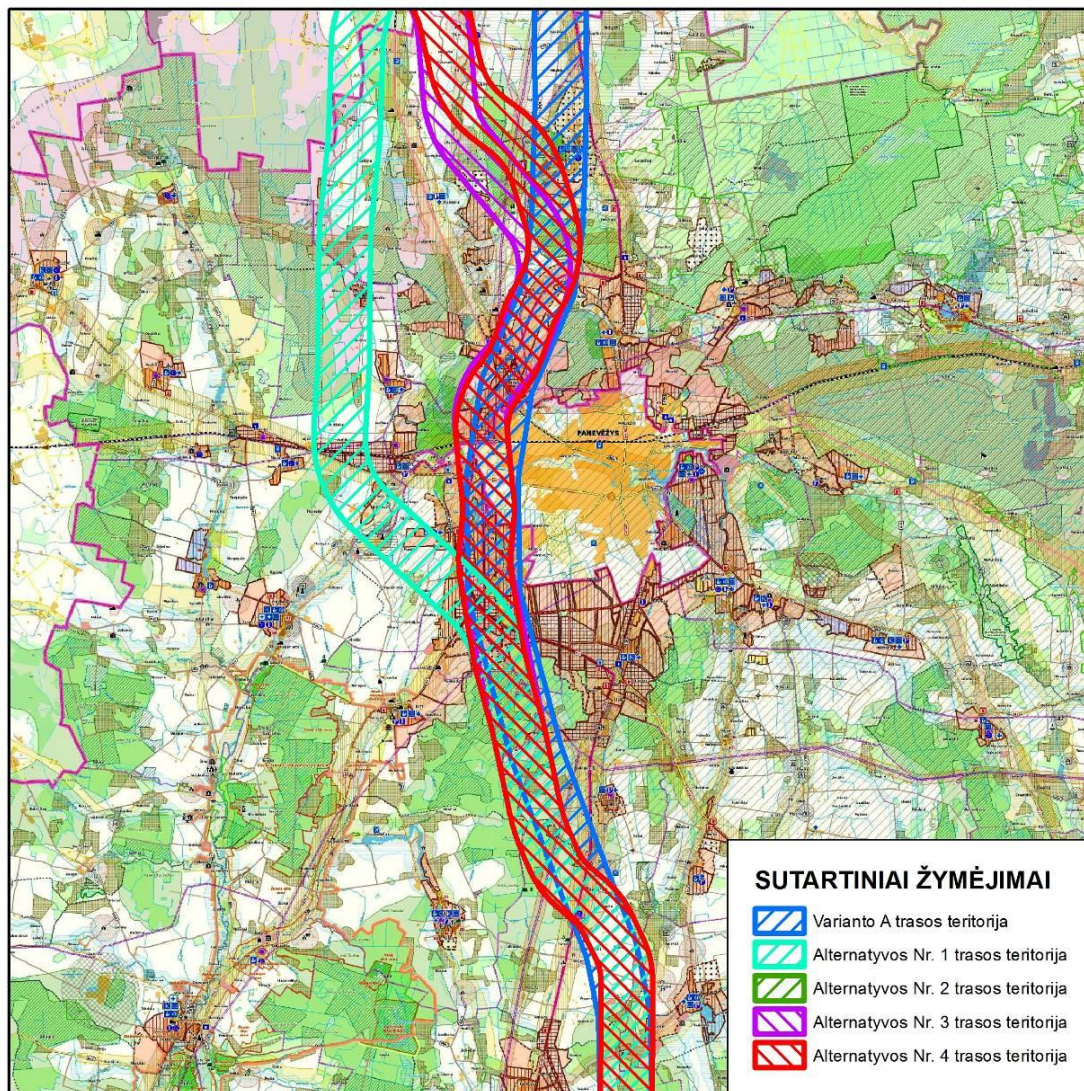
Gads	Preču vilcieni	Pasažieru vilcieni	Kopā
2020	13	18	31
2030	18	18	36
2040	24	18	42

Teritoriju plānošanas dokumenti. Paņevēžas raj. pašvald.

■ Paņevēžas rajona teritorijas kopējais plāns

Analizējamajā teritorijā saskaņā ar 1. un 2. alternatīvu pārsvarā ir mežu zonas un lauksaimniecības teritorijas (32,60 % un 53,81 %).

3. alternatīvas teritorijā pārsvarā ir mežu zonas (43,07 %), apbūves zonas (25,64 %) un lauksaimniecības teritorijas (20,66 %), bet 4. alternatīvas teritorijā pārsvarā lauksaimniecības teritorijas – 58,39 % un meži – 32,12 %.

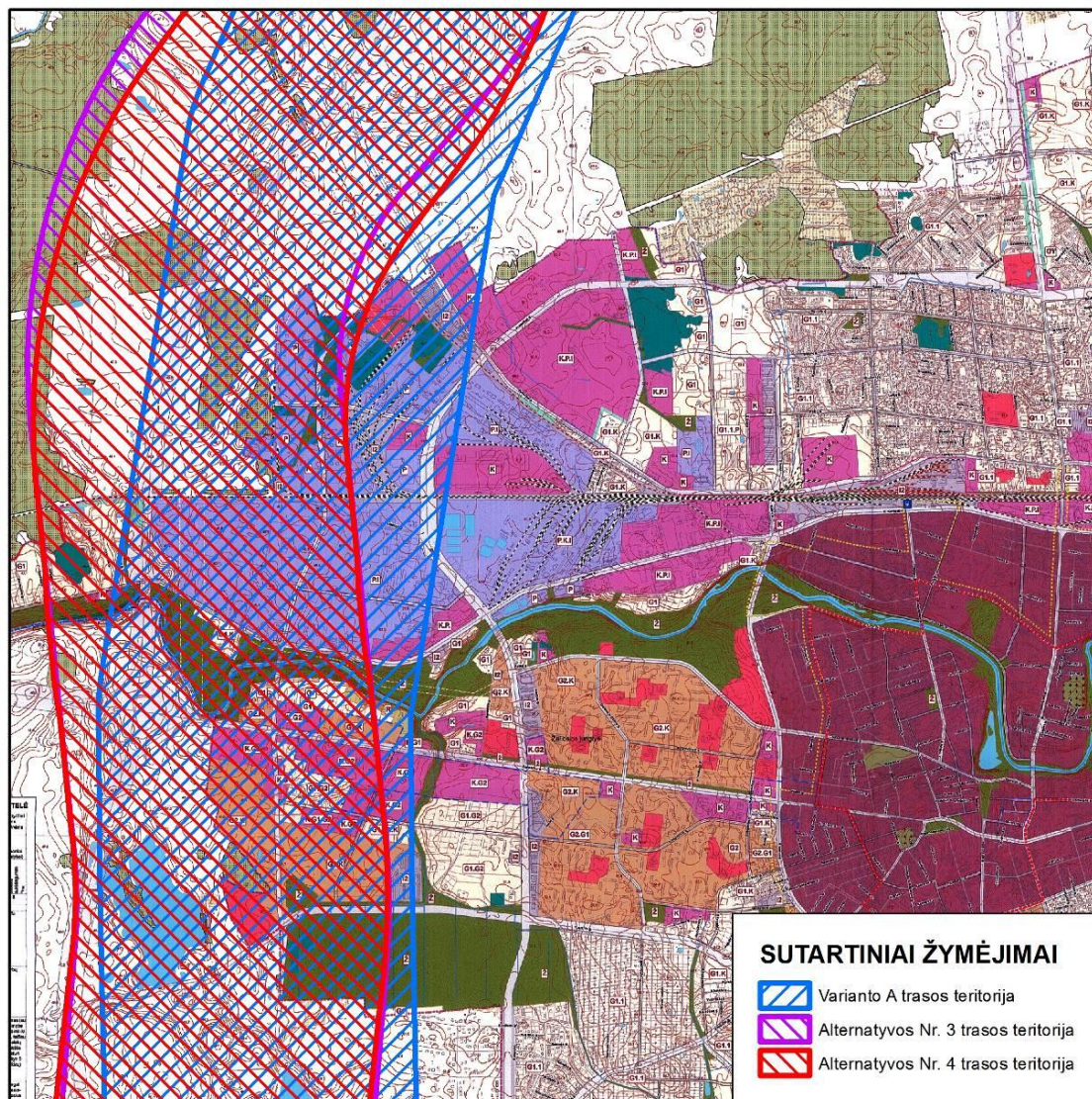


Teritoriju plānošanas dokumenti. Paņevēžas pils. pašvald.

■ Paņevēžas pilsētas teritorijas kopējais plāns

1., 2. alternatīva neatrodas Paņevēžas pils. pašvald. teritorijā.

Analizējamajā teritorijā saskaņā ar 3., 4. alternatīvu pārsvarā ir apbūves zonas, rūpniecības un noliktavu zonas, inženiertehniskās infrastruktūras zonas, rekreācijas teritoriju zonas, attiecīgi – 26,07 %, 47,23 %, 10,46 % un 16,24 %.



Teritoriju plānošanas dokumenti. Pasvales raj. pašvald.

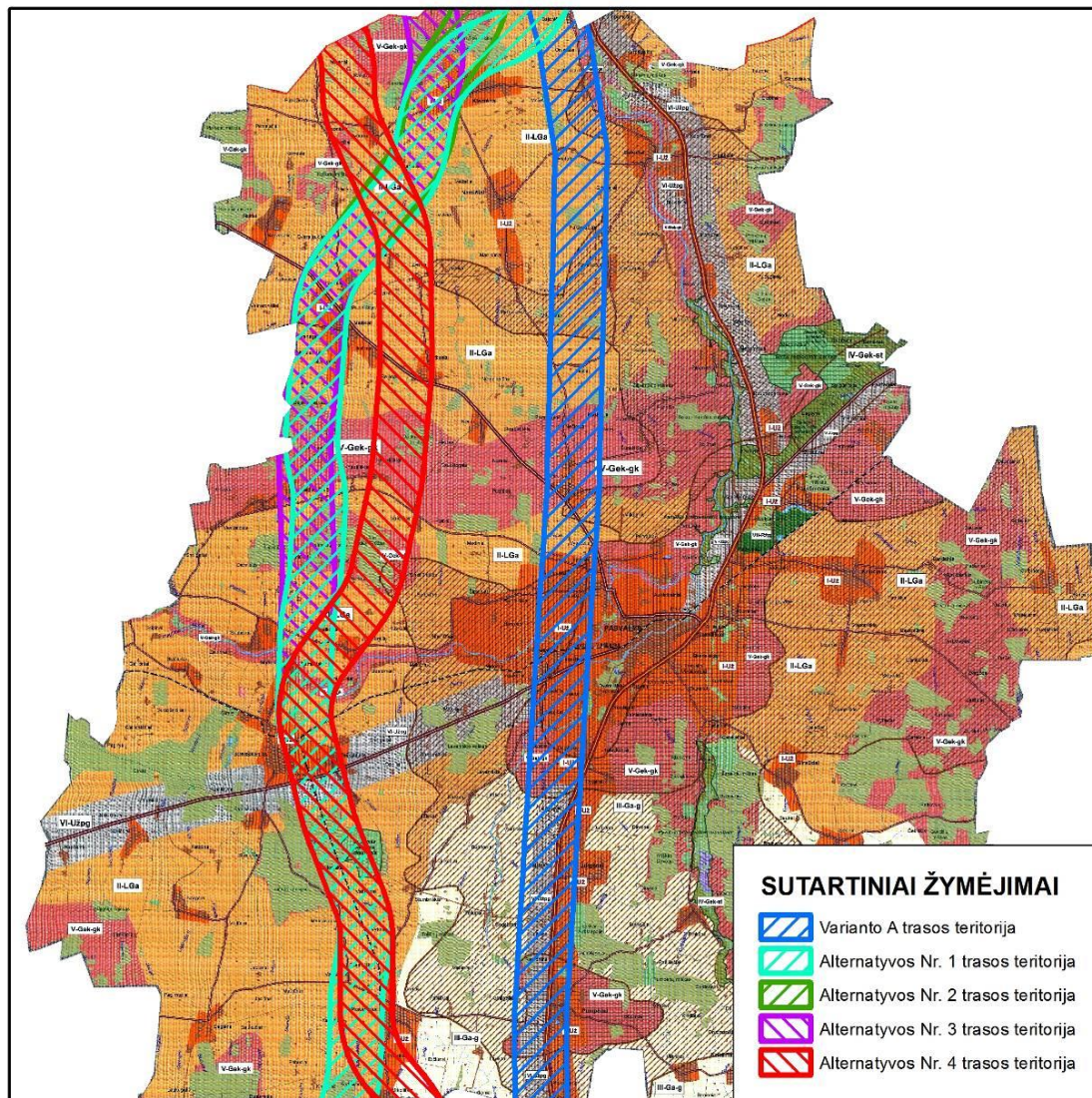
■ Pasvales rajona teritorijas kopējais plāns

1. alternatīvas teritorijā pārsvarā ir lauksaimniecības teritorijas, mežu zonas un apbūves attīstības zonas (61,31 %, 13,68 % un 12,45 %);

2. alternatīvas teritorijā, attiecīgi 60,91 %, 15,28 % un 12,47 %;

3. alternatīvas teritorijā – 59,62 %, 14,40 % un 12,64 %;

4. alternatīvas teritorijā – 61,85 %, 14,40 % un 12,04 %;



Vērtējamo teritoriju plānošanas (zemes izmantošanas) aspektu apkopojums

Trases teritorijas nosaukums	Piezīmes	Vērtējums
1. alternatīvas trases teritorija	Trūkumi - teritorija šķērso Kauņas pils. pašvald. urbanizētās teritorijas; Priekšrocības – nešķērso Paņevēžas pilsētas teritorijas (dzīvojamās teritorijas un Paņevēžas BEZ teritoriju);	10 balles
2. alternatīvas trases teritorija	Trūkumi - teritorija šķērso Kauņas pils. pašvald. urbanizētās teritorijas; Neatbilst Latvijas valsts teritorijā plānotajai trasei; Priekšrocības – nešķērso Paņevēžas pilsētas teritorijas (dzīvojamās teritorijas un Paņevēžas BEZ teritoriju);	7 balles
3. alternatīvas trases teritorija	Trūkumi – teritorija šķērso Kauņas pils. pašvald. urbanizētās teritorijas, Paņevēžas pilsētas teritoriju (dzīvojamās teritorijas un Paņevēžas BEZ teritoriju); Neatbilst Latvijas valsts teritorijā plānotajai trasei;	5 balles
4. alternatīvas trases teritorija	Trūkumi – teritorija šķērso Kauņas pils. pašvald. urbanizētās teritorijas, Paņevēžas pilsētas teritoriju (dzīvojamās teritorijas un Paņevēžas BEZ teritoriju); Neatbilst Latvijas valsts teritorijā plānotajai trasei;	5 balles

Novērtējuma zemes īpašumu aspektā apkopojums

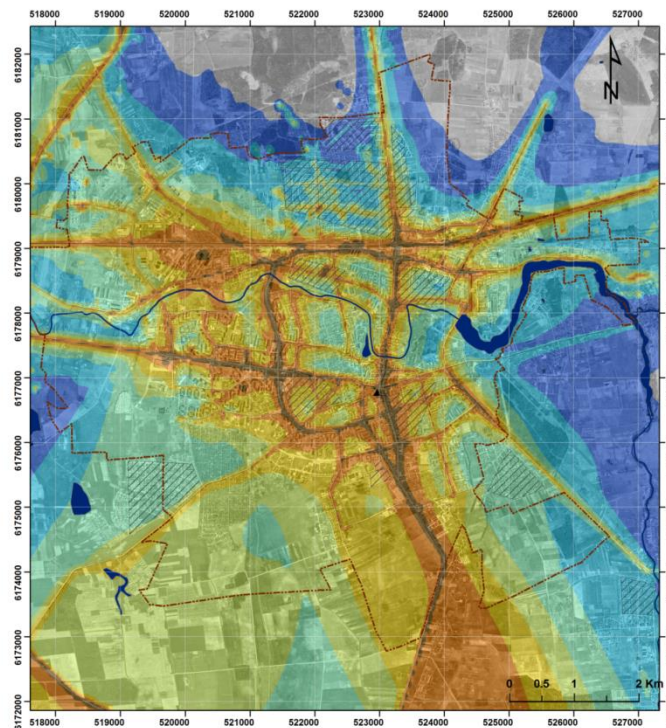
Trases teritorijas nosaukums	Sadalījums	Vērtējums
1. alternatīvas trases teritorija	Valsts zeme – 5216 ha (16,54 %) Privāta zeme – 26325 ha (83,46 %)	5 balles
2. alternatīvas trases teritorija	Valsts zeme – 5173 ha (16,53 %) Privāta zeme – 26130 ha (83,47 %)	5 balles
3. alternatīvas trases teritorija	Valsts zeme – 4216 ha (18,68 %) Privāta zeme – 18354 ha (81,32 %)	10 balles
4. alternatīvas trases teritorija	Valsts zeme – 5547 ha (18,71 %) Privāta zeme – 24100 ha (81,29 %)	8 balles

Novērtējums vides gaisa aspektā

Piesārņojošās vielas	Kauņa	Jonava	Ķēdaiņi	Paņevēža
Oglekļa monoksīds (CO)	2,24 – 3,29 mg/m ³	0,97 – 2,0 mg/m ³	1,4 – 2,3 mg/m ³	0,66 – 1,8 mg/m ³
Slāpekļa dioksīds (NO ₂)	110 – 140 µg/m ³	33 – 84 µg/m ³	12 – 46 µg/m ³	54,5 - 104 µg/m ³
Sēra dioksīds (SO ₂)	3 - 10 µg/m ³	4 – 14 µg/m ³	8,3 - 36 µg/m ³	4.2 – 12 µg/m ³
Cietās daļiņas (KD ₁₀)	37 – 50 µg/m ³	43 -50 µg/m ³	16 - 50 µg/m ³	17 – 40 µg/m ³

Paņevēžas pilsētas teritorijā tiek pārsniegtas vides gaisa piesārņojuma normas:

- slāpekļa dioksīda un slāpekļa oksīda robežvērtības augu valstij;
- ar cietajām daļiņām KD₁₀.



Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (gaisu)

Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	Plānotās tiešās negatīvās īstermiņa sekas uz gaisu dzelzceļa līnijas būvniecības laikā būvniecības tehnikas ekspluatācijas dēļ;	levērojot to, ka plānotā līnija būs elektrificēta, t.i., lokomotīves ar iekšdedzes dzinējiem netiks izmantotas, dzelzceļa transportlīdzekļu piesārņojuma emisija gaisā netiek paredzēta. Elektrificēto vilcienu satiksme pārņems daļu ar autotransportu pārvadāto pasažieru un kravu pārvadājumu, tāpēc paredzama transporta piesārņojuma emisijas gaisā samazināšanās, t.i., ilglaicīgas pozitīvas sekas;
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	Jānodrošina, lai tiktu izmantota tikai tāda būvniecības tehnika, kas atbilst vides aizsardzības un tehniskajām prasībām;	Pasažieru un kravu pārvadāšanai jāizmanto elektriskie vilcieni;

Virszemes ūdeņi

1.–2. alternatīva
Nevēžas upe
Paņevēžas raj. pašvald.



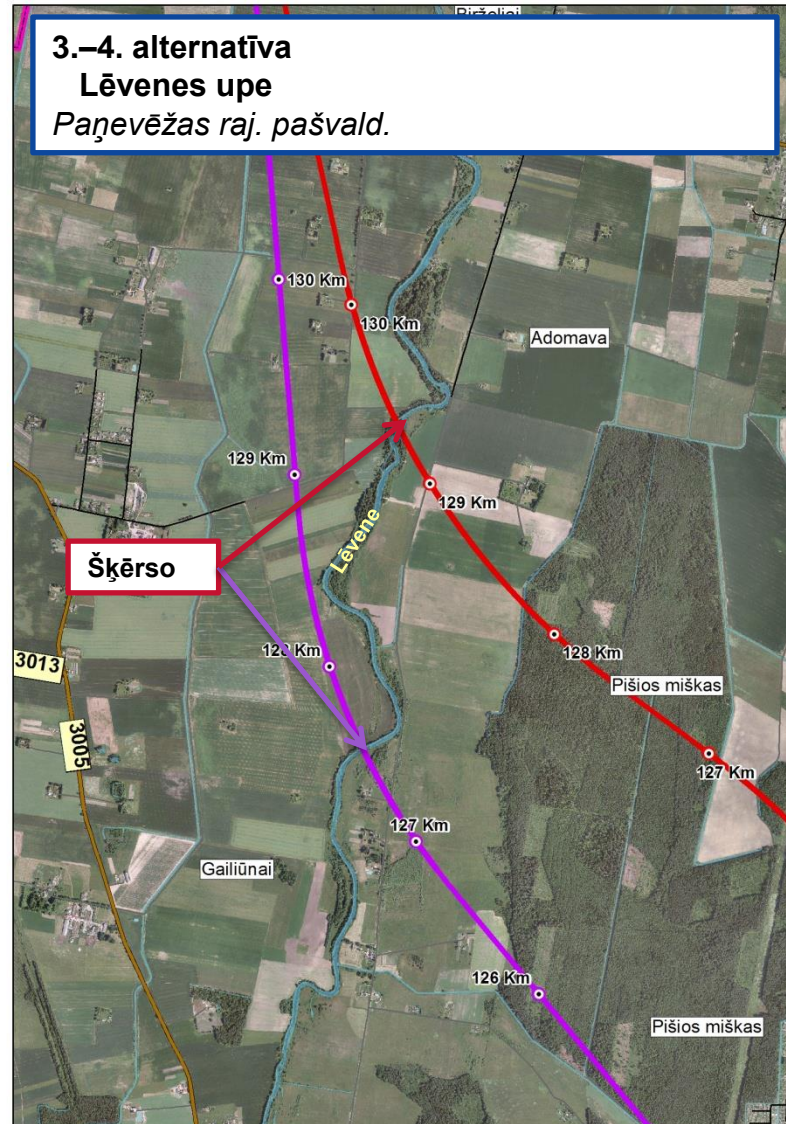
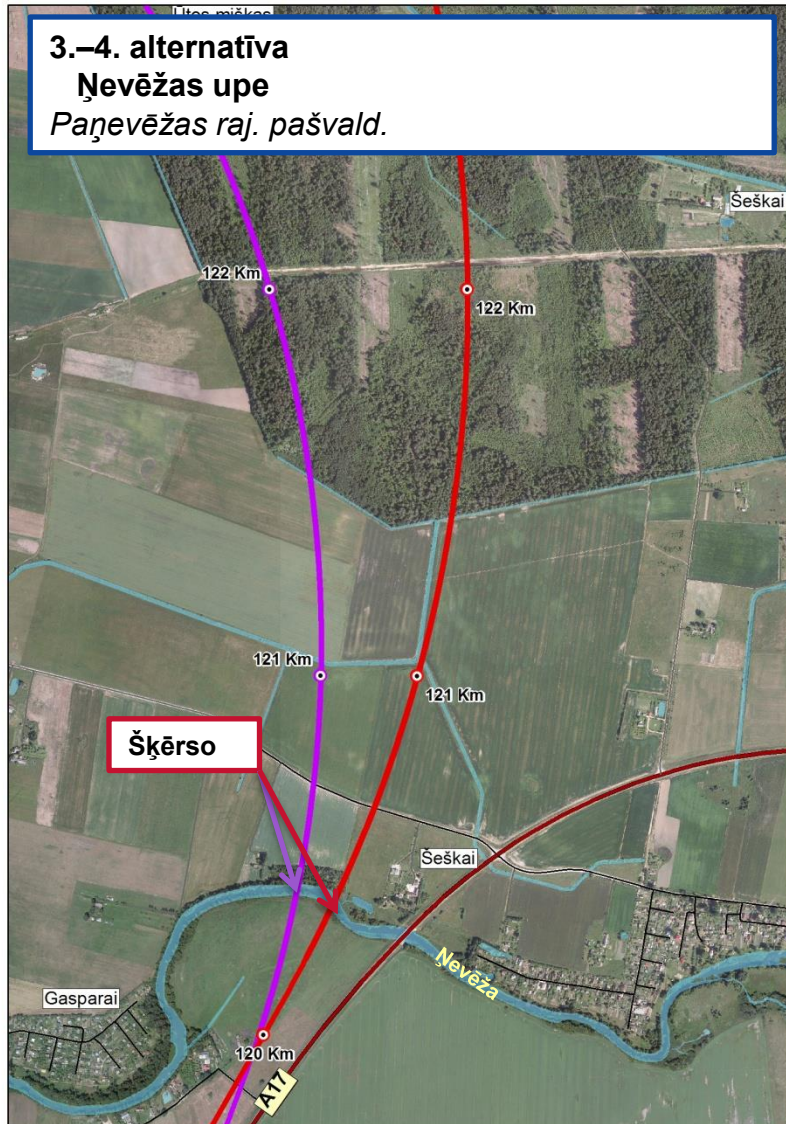
Izbūvētas caurtekas



Izbūvēti dzelzceļa tilti



Virszemes ūdeņi (2)



Virszemes ūdeņi (3)



Novērtējamo virszemes ūdenstilpju aspektu apkopošana

Trases teritorijas nosaukums	Novērtējums	Vērtējums
1. alternatīvas trases teritorija	<p>Aplūkojamajā teritorijā atrodas 90 ūdens tilpes, no tām plānojamā dzelzceļa līnija šķērso:</p> <ul style="list-style-type: none"> ▪ 50 ūdens tilpes; ▪ 50 ūdens tilpju krasta aizsardzības joslas; ▪ 60 ūdens tilpju krasta aizsardzības zonas; 	10 balles
2. alternatīvas trases teritorija	<p>Aplūkojamajā teritorijā atrodas 88 ūdens tilpes, no tām plānojamā dzelzceļa līnija šķērso:</p> <ul style="list-style-type: none"> ▪ 51 ūdens tilpi; ▪ 51 ūdens tilpes krasta aizsardzības joslu; ▪ 61 ūdens tilpes krasta aizsardzības zonu; 	8 balles
3. alternatīvas trases teritorija	<p>Aplūkojamajā teritorijā atrodas 93 ūdens tilpes, no tām plānojamā dzelzceļa līnija šķērso:</p> <ul style="list-style-type: none"> ▪ 52 ūdens tilpes; ▪ 53 ūdens tilpes krasta aizsardzības joslas; ▪ 62 ūdens tilpes krasta aizsardzības zonas; 	6 balles
4. alternatīvas trases teritorija	<p>Aplūkojamajā teritorijā atrodas 83 ūdens tilpes, no tām plānojamā dzelzceļa līnija šķērso:</p> <ul style="list-style-type: none"> ▪ 52 ūdens tilpes; ▪ 53 ūdens tilpes krasta aizsardzības joslas; ▪ 61 ūdens tilpes krasta aizsardzības zonu; 	7 balles

Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (virszemes ūdeņi)

Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	<p>Uzstādot caurtekas un būvējot tiltus pāri šķērsojamajām ūdens tilpēm, tiks ierīkoti pagaidu ūdens aizsprosti un ūdens apvedceļi, tāpēc uz laiku tiks mainīts šķērsoto ūdens tilpju hidroloģiskais režīms, t.i., mainīts ūdens plūsmas ātrums, virziens un ūdens līmenis.</p> <p>Visā būvniecības laikā pastāvēs liela ūdens piesārņojuma un avāriju ticamība, var būt ilglaicīgas tiešas negatīvas sekas uz ūdens augiem un dzīvniekiem, netiešas ilglaicīgas negatīvas sekas uz tuvumā esošu uz ūdens tilpju stāvokli;</p>	Iespējamās ilglaicīgas un vidēja ilguma negatīvas sekas virszemes ūdens tilpēm dzelzceļa transportlīdzekļu avāriju (ritošo sastāvu, vilcienu sadursmes, nenoslēgtu vagonu un lokomotīvu) gadījumā, un ar to saistītā ūdens tilpju piesārņojuma dēļ.
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	<p>Izstrādājot IVN un tehnisko projektu, ir jāparedz pasākumi iespējamās negatīvās ietekmes mazināšanai, t.i., jāparedz attiecīgi meliorācijas un ūdens novadīšanas risinājumi;</p> <p>Būvlaukumus aizliegts ierīkot tuvāk par 50 m no krasta aizsardzības joslas. Bīstamo vielu un naftas produktu glabātavas, tehnikas laukumus, kā arī citus būvobjektus būtu jāaizliedz ierīkot ūdens tilpju aizsardzības zonās;</p> <p>Drīkst ekspluatēt tikai tādu būvniecības tehniku un transportlīdzekļus (smagās mašīnas, krānus, greiderus, iekrāvējus u.c. tehniku), kas atbilst vides aizsardzības un tehniskajām prasībām;</p>	Dzelzceļa ekspluatācijas laikā jāievēro visas prasības ritošajam sastāvam, infrastruktūrai un satiksmes vadībai, kas palīdz samazināt minētos riskus.

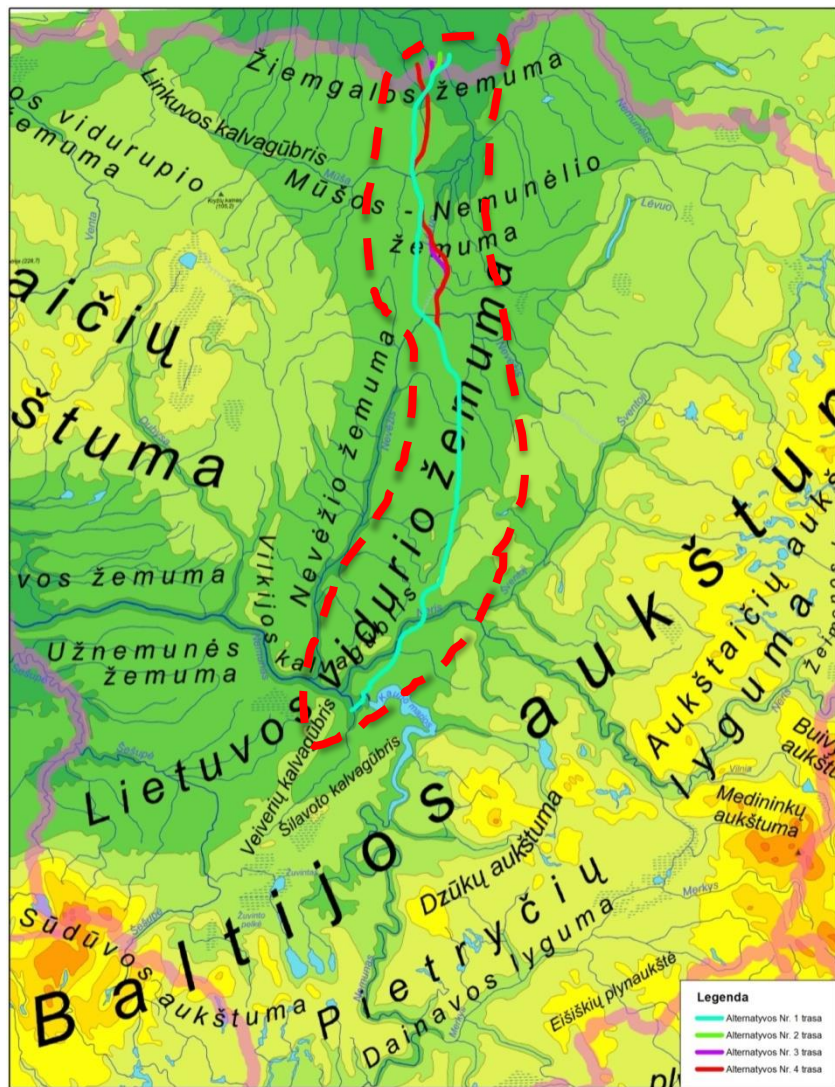
Novērtējums no ģeoloģiskā aspekta (ūdens ņemšanas vietas)

Trases teritorijas nosaukums	Novērtējums	Vērtējums
1. alternatīvas trases teritorija	Aplūkojamajā teritorijā atrodas 8 ūdens ņemšanas vietas (nešķērso)	9 balles
2. alternatīvas trases teritorija	Aplūkojamajā teritorijā atrodas 7 ūdens ņemšanas vietas (nešķērso)	10 balles
3. alternatīvas trases teritorija	Aplūkojamajā teritorijā atrodas 7 ūdens ņemšanas vietas (nešķērso)	10 balles
4. alternatīvas trases teritorija	Aplūkojamajā teritorijā atrodas 7 ūdens ņemšanas vietas (nešķērso)	10 balles

Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (ģeoloģiskie komponenti)

Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	<p>Iespējamās nozīmīgas tiešas īslaicīgas negatīvas sekas zemes ģeoloģiskās uzbūves bojājumu dēļ. Minētie faktori var izpausties kā dzelzceļa līnijas vai tās tuvumā esošo teritoriju iegruvumi, nogāžu noslīdēšana, būvējamo dzelzceļa būvju (ceļu un tiltu) konstrukcijas bojājumi;</p> <p>Var tikt piesārņoti pazemes ūdeņi un ūdens ņemšanas vietas;</p>	<p>Zemes ģeoloģiskās uzbūves dēļ iespējami dzelzceļa līnijas un blakus esošo teritoriju iegruvumi, kas var izraisīt vilcienā avārijas u.c. ekstremālas situācijas;</p> <p>Karsta reģionā iespējami zemes iegruvumi. Iegruvumu dēļ var tikt bojāti pat padsmīt kilometri dzelzceļa infrastruktūras konstrukcijas. Noejot no sliekšņa vilciena sastāvam, tiktu piesārņoti gruntsūdeņi un pazemes ūdeņi;</p> <p>Var tikt piesārņoti pazemes ūdeņi un ūdens ņemšanas vietas;</p>
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	<p>Izstrādājot dzelzceļa līnijas tehnisko projektu, ir jāveic ģeoloģiskā izpēte. Konstatējot potenciālās karsta vietas, ir obligāta dzelzceļa līnijas konstrukcijas papildus stiprināšana.</p> <p>Būvlaukumus aizliegts ierīkot tuvāk par 50 m no krasta aizsardzības joslas. Bīstamo vielu un naftas produktu glabātavas, tehnikas laukumus, kā arī citus būvobjektus būtu jāaizliedz ierīkot ūdens tilpju aizsardzības zonās;</p> <p>Drīkst ekspluatēt tikai tādu būvniecības tehniku un TP, kas atbilst vides aizsardzības un tehniskajām prasībām;</p>	<p>Lai izvairītos no avārijām, dzelzceļa ekspluatācijas laikā jāievēro visas prasības ritošajam sastāvam, infrastruktūrai un satiksmes vadībai;</p> <p>Lai pasargātu pazemes ūdeņus un ūdens ņemšanas vietas no piesārņojuma, būtu jāaizliedz ierīkot dzelzceļa līniju ūdens ņemšanas vietu aizsardzības zonās;</p> <p>Karsta reģionā jāpastiprina konstrukcijas;</p>

Novērtējums no dabas ainavas aspekta



Plānotās dzelzceļa līnijas trases alternatīvas šķērso:

- Viduslietuvas zemieni;
- Nevēžas zemieni;
- Mūsas – Mēmeles zemieni;
- Zemgales līdzenumu.

Plānojot dzelzceļa līniju, ņemti vērā:

- Fiziomorfotopi;
- Biomorfotopi;
- Tehnomorfotopi;
- Videomorfotopi;
- Ģeokīmiskās toposistēmas.

Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (ainava)

Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	<p>Būvniecības ierīču (krānu, sastatņu u.c.) izmantošanas dēļ, kā arī zemes reljefa mainīšanas darbu, augsnes kaudžu veidošanas dēļ tiek plānotas īslaicīga negatīva ietekme uz ainavu, tā tiks novērsta būvniecības perioda beigās.</p> <p>Veidojot dzelzceļa līnijas uzbērumus, dzelzceļa līnijas tiltus un viaduktus, pasažieru un kravas vilcienu stacijas, kā arī pārkārtojot autoceļus, tiks mainīta arī vietējā ainava. Minēto faktoru dēļ ir paredzama ilgtermiņa negatīva ietekme uz ainavu.</p>	Dzelzceļa līnijas ekspluatācijas laikā negatīvas sekas ainavai netiek plānotas, visas negatīvās sekas tiek plānotas dzelzceļa līnijas būvniecības laikā.
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	Lai samazinātu negatīvo ietekmi uz ainavu, izstrādājot dzelzceļa līnijas tehnisko projektu un izvēloties dzelzceļa tiltu, citu būvju konstrukcijas, jāņem vērā vietai raksturīgā ainava. Attiecīgi jāizvēlas dzelzceļa līnijas apzaļumošanas risinājumi.	Stādījumu ierīkošanas un kopšana.

Derīgie izrakteņi

Plānotās dzelzceļa līnijas trases alternatīvas	Šķērsojamās derīgo izrakteņu atradnes Kauņas apriņķa teritorijā, gab.	Šķērsojamās derīgo izrakteņu atradnes Paņevēžas apriņķa teritorijā, gab.	Derīgo izrakteņu atradnes, kas atrodas aplūkojamajā teritorijā, gab.	Vērtējums
1. alternatīvas trases teritorija	5, no tām 4 netiek izmantotas un 1 Bartoņu IV (Jonavas raj. pašvald.) derīgo izrakteņu atradne tiek izmantota (grants un smilts)	1, Daņūni (Pasvales raj. pašvald.) derīgo izrakteņu atradne netiek izmantota (māls)	12	7 balles
2. alternatīvas trases teritorija		1, Daņūni (Pasvales raj. pašvald.) derīgo izrakteņu atradne netiek izmantota (māls)	12	7 balles
3. alternatīvas trases teritorija		1, Daņūni (Pasvales raj. pašvald.) derīgo izrakteņu atradne netiek izmantota (māls)	12	7 balles
4. alternatīvas trases teritorija		0	13	10 balles

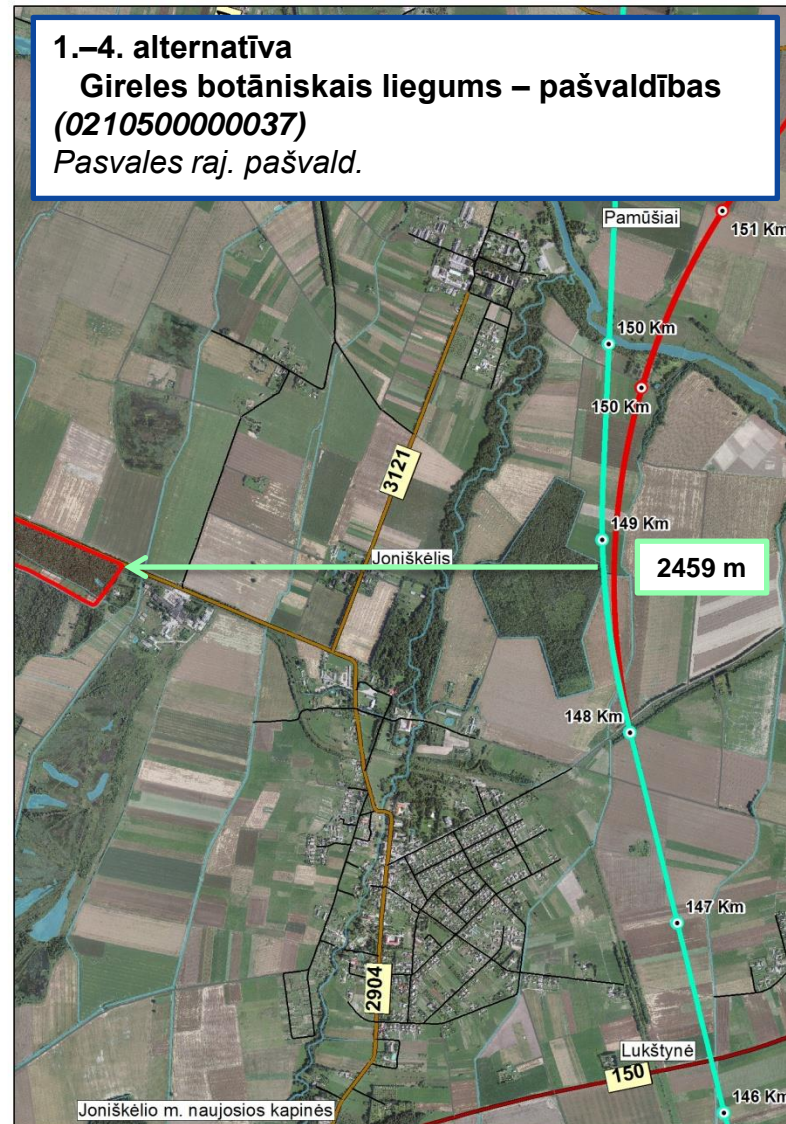
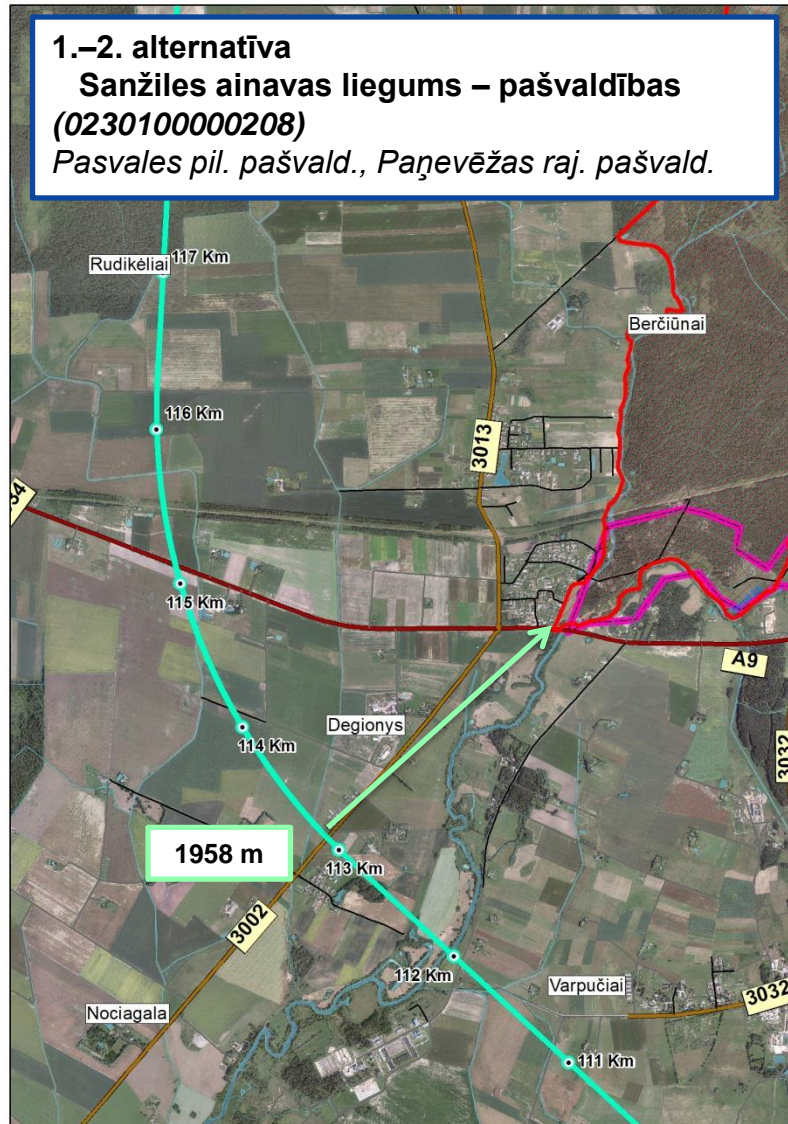
Novērtējums no augsnēs granulometriskā sastāva aspekta

Pārsvarā virsmas granulometriskais sastāvs, %.	1. alternatīvas trases teritorija	2. alternatīvas trases teritorija	3. alternatīvas trases teritorija	4. alternatīvas trases teritorija
Grants, %.	0,05	0,06	0,05	0,12
Birstoša smilts, %.	0,35	0,31	0,31	0,47
Saistīta smilts, %.	1,53	1,71	1,81	1,89
Māls, %.	34,04	36,59	36,15	32,66
Viegls smilšmāls, %.	23,12	20,97	20,91	12,13
Vidējs smilšmāls, %.	7,45	6,86	7,13	6,80
Smags smilšmāls, %.	4,21	4,09	3,82	10,97
Viegls māls, %.	1,01	1,01	0,82	1,44
Vidējs māls, %.	0,00	0,00	0,00	0,00
Smags māls, %.	0,01	0,01	0,01	0,00
Trūdvielām bagāta velēnzeme, %.	3,87	3,78	3,97	3,51
Kūdra, %.	3,92	3,78	3,78	4,47
Mežs, %.	16,17	16,24	16,54	20,58
Citi lietotāji, %.	2,76	2,88	2,90	2,95
Ūdeņi, %.	1,52	1,71	1,80	2,00

Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (augšne)

Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	<p>Pastāv liela iespējamība, ka daļa augsnes tiks sablīvēta ar būvniecības tehniku, kravas transportlīdzekļiem, piesārņota ar būvniecības materiāliem vai atkritumiem;</p> <p>Ekspluatējot cieši nenoslēgtus būvniecības mehānismus un transportlīdzekļus, izlīstot būvniecības materiāliem, naftas produktiem, ir iespējams augsnes piesārņojums. Minētajiem faktoriem būtu ilglaicīgas negatīvas sekas augsnei un augsnes mikroflorai;</p>	Dzelzceļa līnijas ekspluatācijas laikā ir iespējamās ilglaicīgas un vidēja ilguma negatīvas sekas augsnei dzelzceļa transportlīdzekļu avāriju (traucējumu, vilcienu sadursmes, nenoslēgtu vagonu un lokomotīvu) un ar to saistītā augsnes piesārņojuma dēļ.
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	Visa augsne būvniecības teritorijā pirms būvdarbu uzsākšanas ir jānoņem un jāuzglabā atsevišķi no citiem materiāliem kaudzēs, pasargājot no piesārņojuma un lietuss un virszemes ūdens izskalošanas;	Lai izvairītos no augsnes piesārņojuma avāriju dēļ, dzelzceļa ekspluatācijas laikā jāievēro visas prasības ritošajam sastāvam, infrastruktūrai un satiksmes vadībai;

Novērtējums no aizsargājamo teritoriju aspekta (liegumi)



Novērtējuma no aizsargājamo teritoriju aspekta apkopojums

Trases teritorijas nosaukums	Novērtējums	Vērtējums
1. alternatīvas trases teritorija	Aplūkojamajā teritorijā 3 km attālumā no plānotās dzelzceļa trases ass uz abām pusēm atrodas 4 Natura 2000 teritorijas, no tām 1 tiek šķērsota, un 6 liegumi (netiek šķērsoti).	10 balles
2. alternatīvas trases teritorija	Aplūkojamajā teritorijā 3 km attālumā no plānotās dzelzceļa trases ass uz abām pusēm atrodas 4 Natura 2000 teritorijas, no tām 1 tiek šķērsota, un 6 liegumi (netiek šķērsoti).	10 balles
3. alternatīvas trases teritorija	Aplūkojamajā teritorijā 3 km attālumā no plānotās dzelzceļa trases ass uz abām pusēm atrodas 4 Natura 2000 teritorijas, no tām 1 tiek šķērsota, un 6 liegumi (netiek šķērsoti).	10 balles
4. alternatīvas trases teritorija	Aplūkotajā teritorijā 3 km attālumā no plānotās dzelzceļa trases ass uz abām pusēm atrodas 5 Natura 2000 teritorijas, no tām 1 tiek šķērsota, un 6 liegumi.	8 balles

Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (aizsargājamās teritorijas)

Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	<p>Hidroloģiskā režīma izmaiņas;</p> <p>Avārijas situāciju (ūdens piesārņojuma), upes ieleju un krastu bojājums (iespējama erozija nākotnē), upes gultnes maiņa;</p> <p>Aizsargājamo teritoriju iznīcināšana vai piesārņošana ar būvniecības materiāliem būvniecības laikā;</p>	Piesārņošana ekstremālu situāciju laikā;
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	<p>Ir svarīgi nesabojāt aizsargājamo teritoriju hidroloģisko režīmu;</p> <p>Lai izvairītos no upes nogāžu un krastu bojāšanas (iespējamās erozijas nākotnē), pēc tilta būvniecības pabeigšanas nepieciešams nostiprināt un apzaļumot nogāzes;</p> <p>Nedrīkst sabojāt upes gultni;</p> <p>Lai izvairītos no piesārņojuma, jāizmanto tikai tāda būvniecības tehnika, kas atbilst vides aizsardzības un tehniskajām prasībām;</p> <p>Veicot būvdarbus, būtu jāizmanto pagaidu trokšņa barjeras;</p>	Lai izvairītos no vilcienu avārijām, kļūmēm un citām ekstremālām situācijām un ūdens piesārņojuma, kas var rasties minēto darbību dēļ, dzelzceļa līnijas ekspluatācijas laikā jāievēro visas prasības ritošajam sastāvam, infrastruktūrai un satiksmes vadībai;

Novērtējuma no purvaino vietu aspekta apkopojums

Plānotās dzelzceļa līnijas trases alternatīvas	Šķērsojamo purvu platība Kauņas apriņķa teritorijā, ha	Šķērsojamo purvu platība Pānevēžas apriņķa teritorijā, ha	Šķērsojamie purvi (summa)	Purvi, kas atrodas aplūkojamajā teritorijā	Vērtējums
1. alternatīvas trases teritorija	13,27 (5 gab.)	49,24 (10 gab.)	15	61	7 balles
2. alternatīvas trases teritorija		49,24 (10 gab.)	15	61	7 balles
3. alternatīvas trases teritorija		30,49 (8 gab.)	13	51	10 balles
4. alternatīvas trases teritorija		34,79 (10 gab.)	15	54	8 balles

Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (augu valsts)

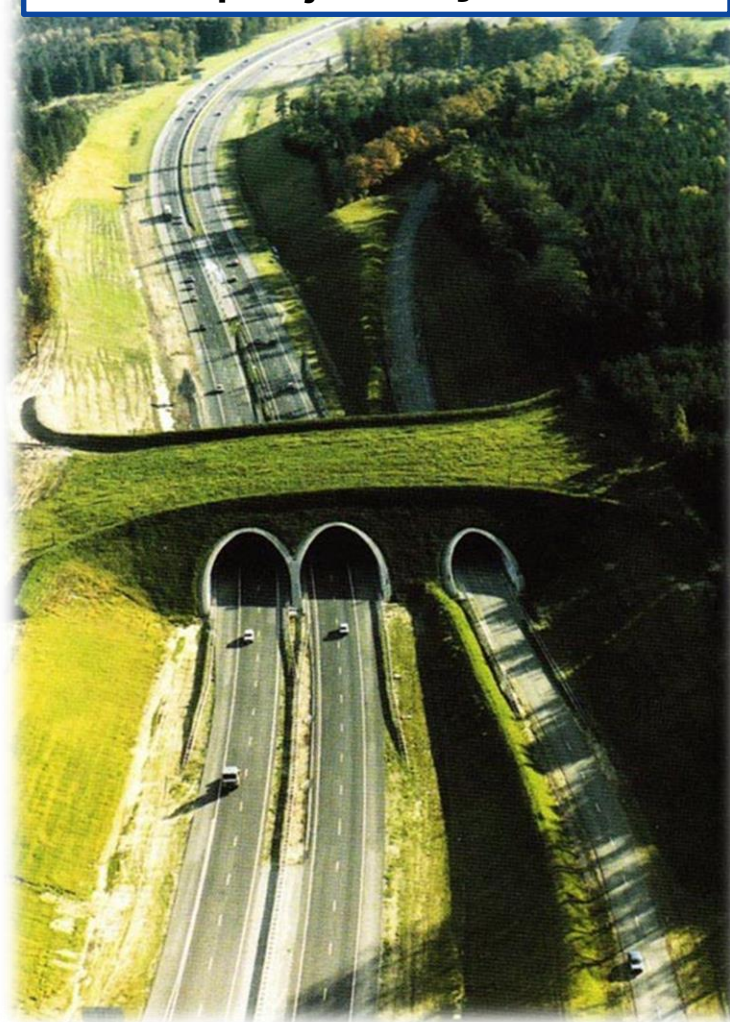
Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	Plānota mežu iznīcināšana; Dzelzceļa līnijai šķērsojot mežu teritoriju, tiks nocirsti apmēram 50 m platā dzelzceļa joslā esošie meži;	Piesārņošana ekstremālu situāciju laikā;
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	Jaunu stādījumu ierīkošana, dzelzceļa līnijas apzaļumošana;	Lai izvairītos no vilcienu avārijām, kļūmēm un citām ekstremālām situācijām un ūdens piesārņojuma, kas var rasties minēto darbību dēļ, dzelzceļa līnijas ekspluatācijas laikā jāievēro visas prasības ritošajam sastāvam, infrastruktūrai un satiksmes vadībai;

Novērtējums no dzīvnieku valsts aspekta

Plānotās dzelzceļa līnijas aplūkojamajā teritorijā dominējošā fauna:

- baltais lasis;
- spidiļķis;
- akmengrauzis;
- platgalve;
- salate;
- upes nēģis;
- ūdrs;
- dzērve;
- alnis;
- stirna;
- zaķis;
- meža cūka;
- rudā lapsa;
- kukaiņi;
- abinieki;
- u.c.

Jāierīko pārejas – zaļie tilti



Novērtējuma no augu valsts (mežu) aspekta apkopojums

Plānotās dzelzceļa līnijas trases alternatīvas	Izcērtamie meži Kauņas apriņķa teritorijā, ha	Izcērtamie meži Pānevēžas apriņķa teritorijā, ha	Izcērtamie meži, ha	Meži, kas atrodas aplūkojamajā teritorijā, gab.	Vērtējums
1. alternatīvas trases teritorija	116,34	159,35	275,69	348	10 balles
2. alternatīvas trases teritorija		160,92	277,26	350	8 balles
3. alternatīvas trases teritorija		147,50	263,84	372	5 balles
4. alternatīvas trases teritorija		145,08	261,42	371	9 balles

Veicot novērtējumu, ievērotas arī mežu grupas – 3. alternatīvas trase šķērso pārsvarā II grupas (speciāla pielietojuma) un III grupas (aizsargājamās) mežus.

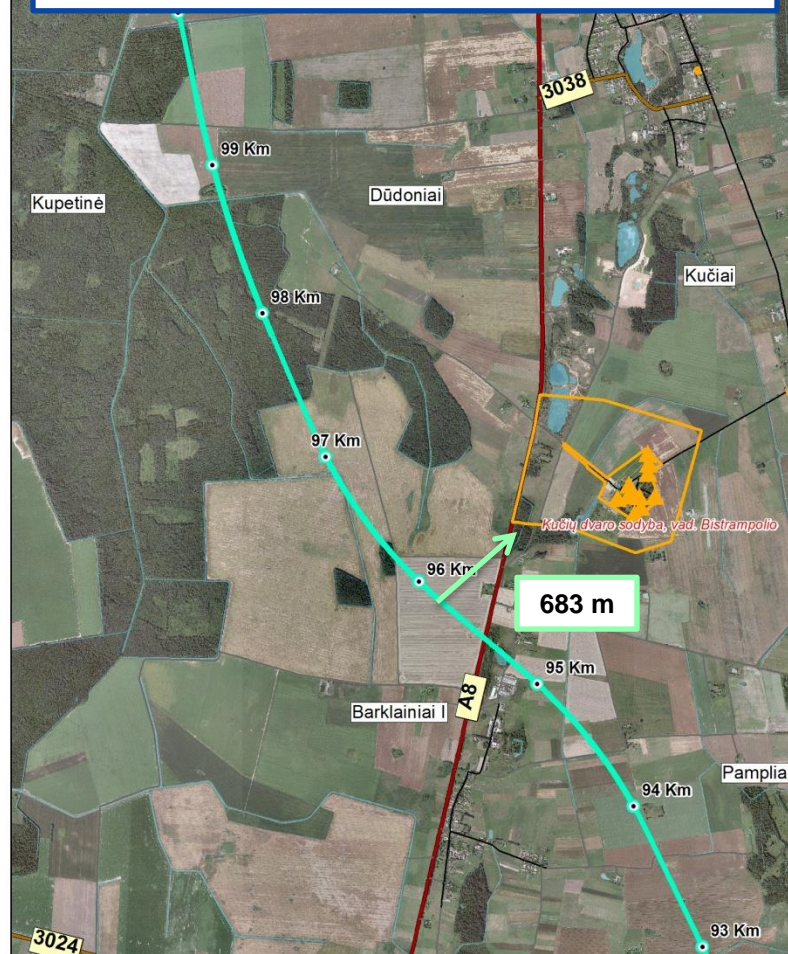
Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (dzīvnieku valsts)

Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	<p>Zivju lokālo dzīvotņu izmaiņas;</p> <p>Zīdītāju lokālo dzīvotņu izmaiņas;</p> <p>Piesārņojums;</p>	<p>Zīdītāju dzīvotņu izmaiņas. Iespējamā vilcienu radītā trokšņa un vibrācijas dēļ zīdītāji, kas ir visai jutīgi dzīvnieki, var atstāt esošās dzīvotnes.</p> <p>Izbūvējot dzelzceļa līniju, tiks radīta barjera, kas ierobežos zīdītāju migrāciju, izraisīs dzīvotņu fragmentāciju un dabisko struktūru fragmentāciju;</p> <p>Negatīvas sekas zīdītāju bojāejas un savainošanas dēļ, saduroties ar vilcienu;</p>
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	<p>Ir svarīgi nesabojāt hidroloģisko režīmu;</p> <p>Lai izvairītos no upes nogāžu un krastu bojāšanas (iespējamās erozijas nākotnē), pēc tilta būvniecības pabeigšanas nepieciešams nostiprināt un apzaļumot nogāzes;</p> <p>Jāekspluatē tikai tāda būvniecības tehnika, kas atbilst vides aizsardzības un tehniskajām prasībām;</p> <p>Veicot būvdarbus blakus faunai svarīgām aizsargājamām teritorijām, var tikt izmantotas pagaidu trokšņa barjeras;</p>	<p>Lai izvairītos no vilcienu avārijām, kļūmēm un citām ekstremālām situācijām un ūdens piesārņojuma, kas var rasties minēto darbību dēļ, dzelzceļa līnijas ekspluatācijas laikā jāievēro visas prasības ritošajam sastāvam, infrastruktūrai un satiksmes vadībai;</p> <p>Jāierīko zīdītāju pārejas – zaļie tilti;</p> <p>Lai izvairītos no zīdītāju bojāejas un savainojumiem, saduroties ar vilcienu, visu dzelzceļa līniju plānots iežogot;</p>

Novērtējums no kultūras mantojuma vērtību aspekta (1)



1.–4. alternatīva. Kuču muižas saimniecība, saukta par Bistrampoli (385)
Paņevēžas raj. pašvald., Kuču c., Ramīgalas seņūnija.



Novērtējums no kultūras mantojuma vērtību aspekta (2)

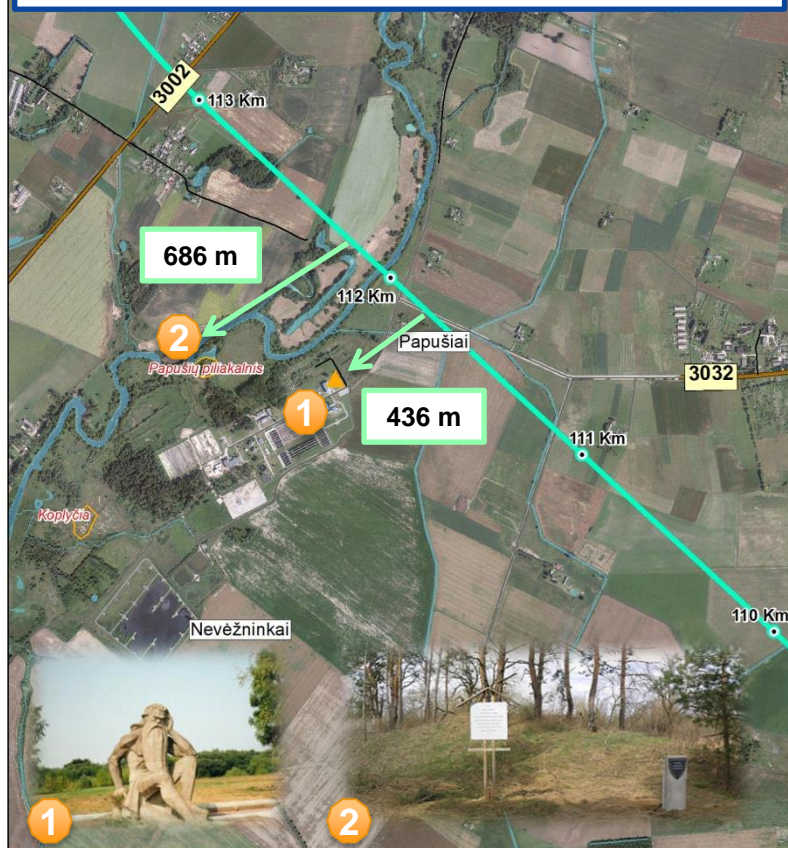
1.–2. alternatīva

1) Dekoratīvā skulptūra „Nevēža” (15357)

Paņevēžas raj. pašvald., Papušu c., Paņevēžas seņūnija.

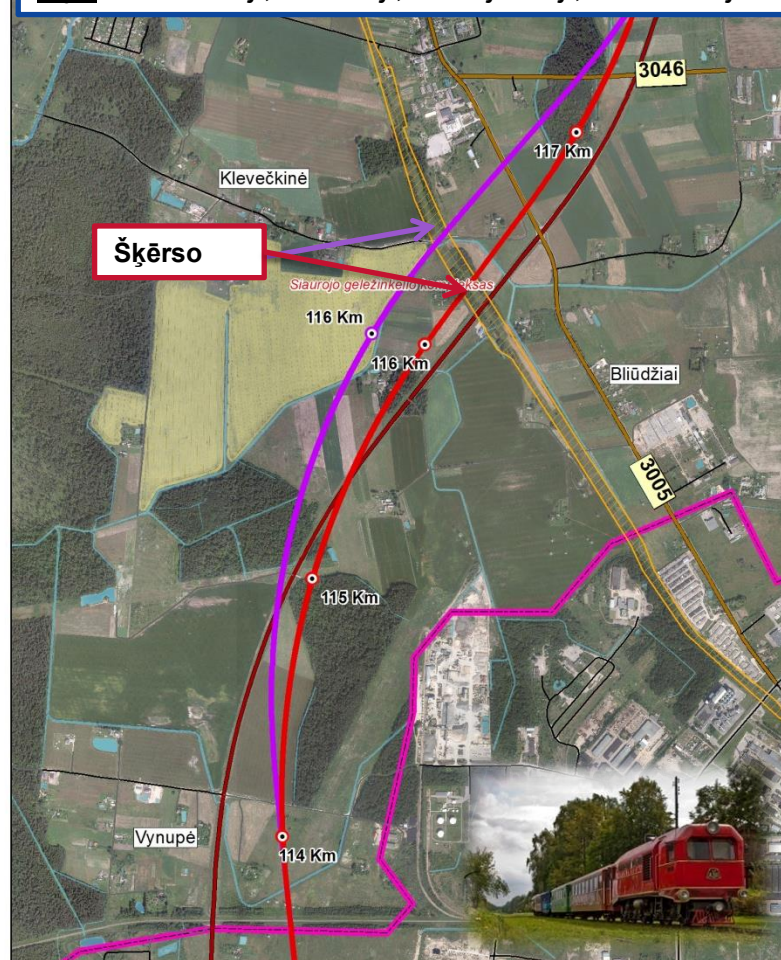
2) Papušu pilskalns (20207)

Paņevēžas raj. pašvald., Papušu c., Paņevēžas seņūnija.

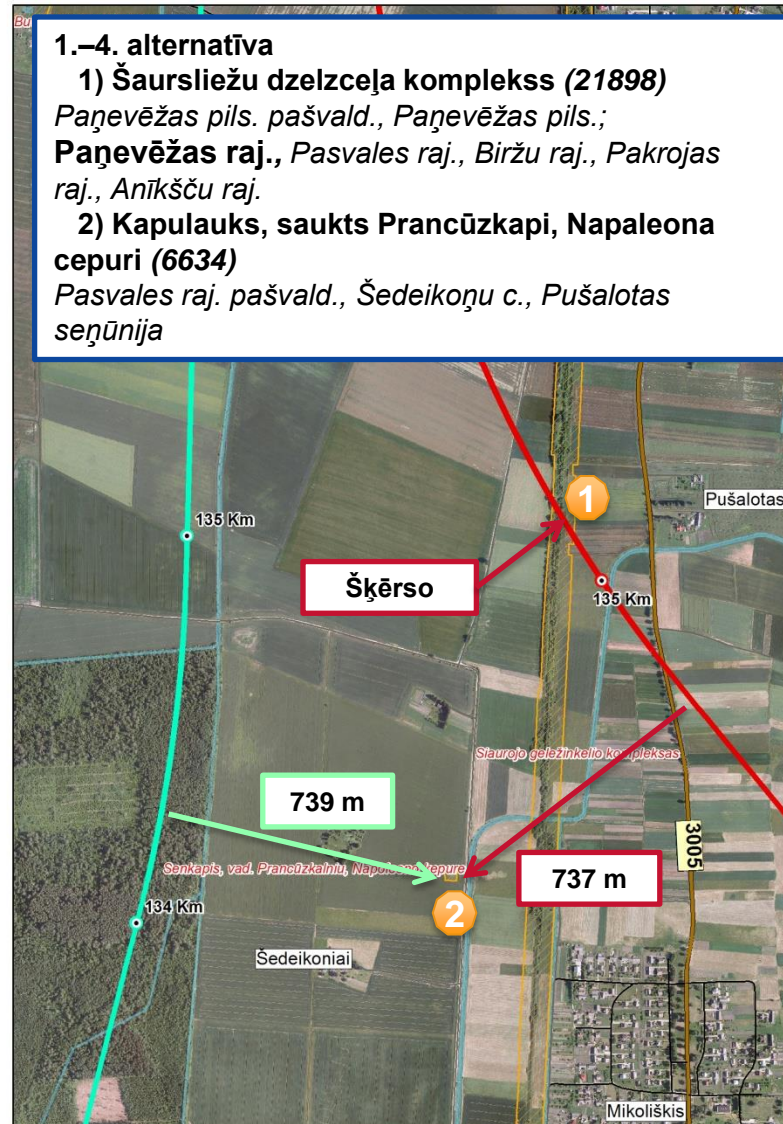


3.–4. alternatīva. Šaursliežu dzelzceļa komplekss (21898)

Paņevēžas pils. pašvald., Paņevēžas pils.; **Panevėžas raj.**, Pasvales raj., Biržu raj., Pakrojas raj., Anīkšču raj.



Novērtējums no kultūras mantojuma vērtību aspekta (3)



Novērtējums no kultūras mantojuma vērtību aspekta (4)

1.–4. alternatīva

1) Bijušās muižas saimniecības fragmenti (426)

Pasvales raj. pašvald., Kaukļu c., Pušalotas seņūnija

2) Šaursliežu dzelzceļa Pušalotas stacija u.c.

(21924, 2334, 21926, 21925)

Pasvales raj. pašvald., Pušalotas, Pušalotas seņūnija, Stoties g.

3) Vecie ebreju kapi (21924)

Pasvales raj. pašvald., Pušalotas, Pušalotas seņūnija.



1.–4. alternatīva

1) Šaursliežu dzelzceļa komplekss (21898)

Paņevēžas pils. pašvald., Paņevēžas pils.;

Paņevēžas raj., Pasvales raj., Biržu raj., Pakrojas raj., Anikšču raj.

2) Kapulauks, saukts Kapelī (6627)

Pasvales raj. pašvald., Maldučoņu c., Pušalotas seņūnija

3) Šaursliežu dzelzceļa kompleksa Vaitkūnu stacija (21923)

Pasvales raj. pašvald., Vaitkūnu c., Pušalotas seņūnija



Novērtējums no kultūras mantojuma vērtību aspekta (5)

1.–4. alternatīva

1) Šaursliežu dzelzceļa komplekss (21898)

Paņevēžas pils. pašvald., Paņevēžas pils.;
Paņevēžas raj., Pasvales raj., Biržu raj., Pakrojas raj.,
Anīkšču raj.

2) Joniškēļu muižas saimniecība (424)

Paņevēžas raj. pašvald., Joniškēļu ciems, (Joniškēļu
apil. seņūnija)

3) Šaursliežu dzelzceļa kompleksa Joniškēļu stacija (21913)

Pasvales raj. pašvald., Joniškēļi, Joniškēļu pils.
seņūnija, Stoties g. 7

Šķērso

879 m

834 m



4. alternatīva.

1) Didžuju Grūžu (Kalnelišku) bij. muižas saimniecības fragmenti (419)

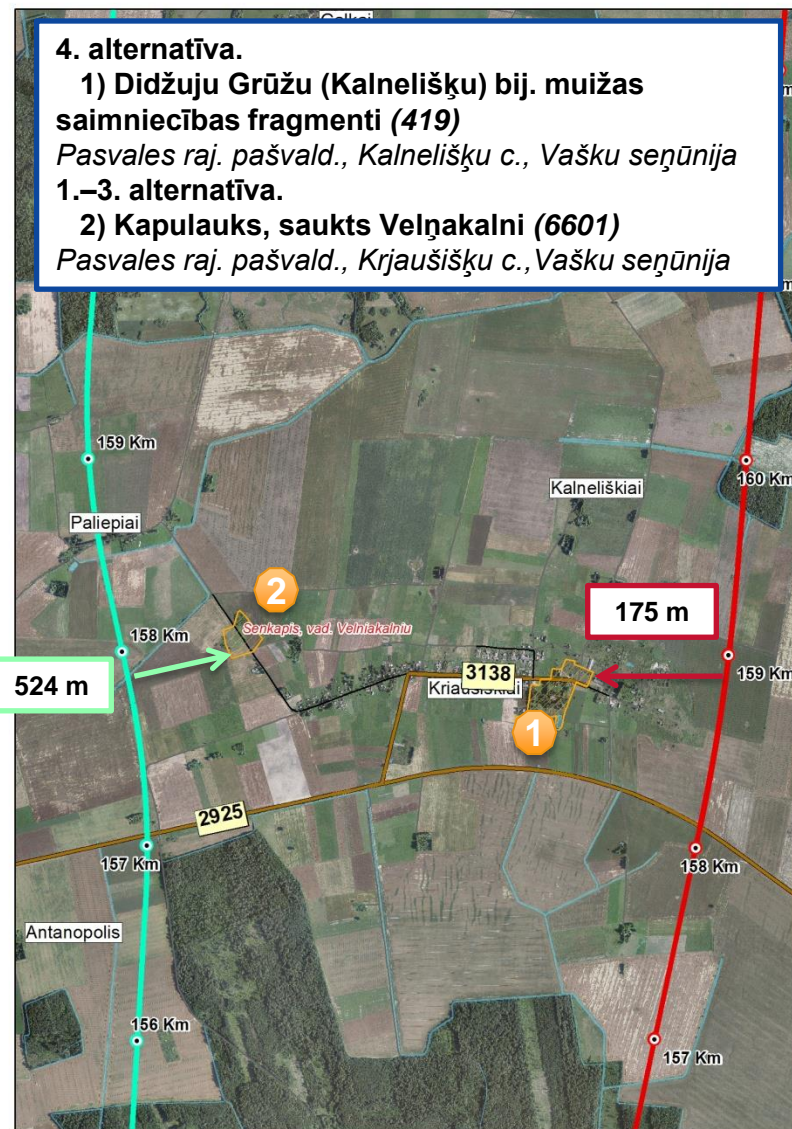
Pasvales raj. pašvald., Kalnelišku c., Vašku seņūnija
1.–3. alternatīva.

2) Kapulauks, saukts Velņakalni (6601)

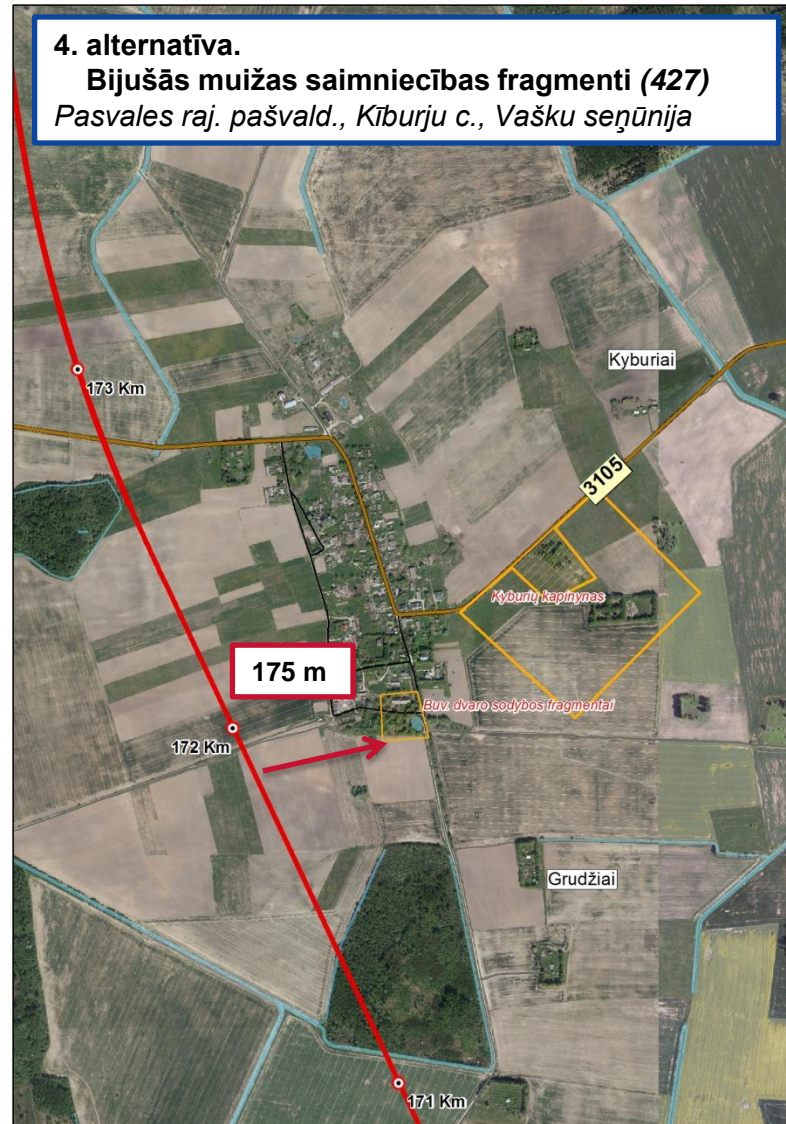
Pasvales raj. pašvald., Krjaušiškų c., Vašku seņūnija

524 m

175 m



Novērtējums no kultūras mantojuma vērtību aspekta (6)

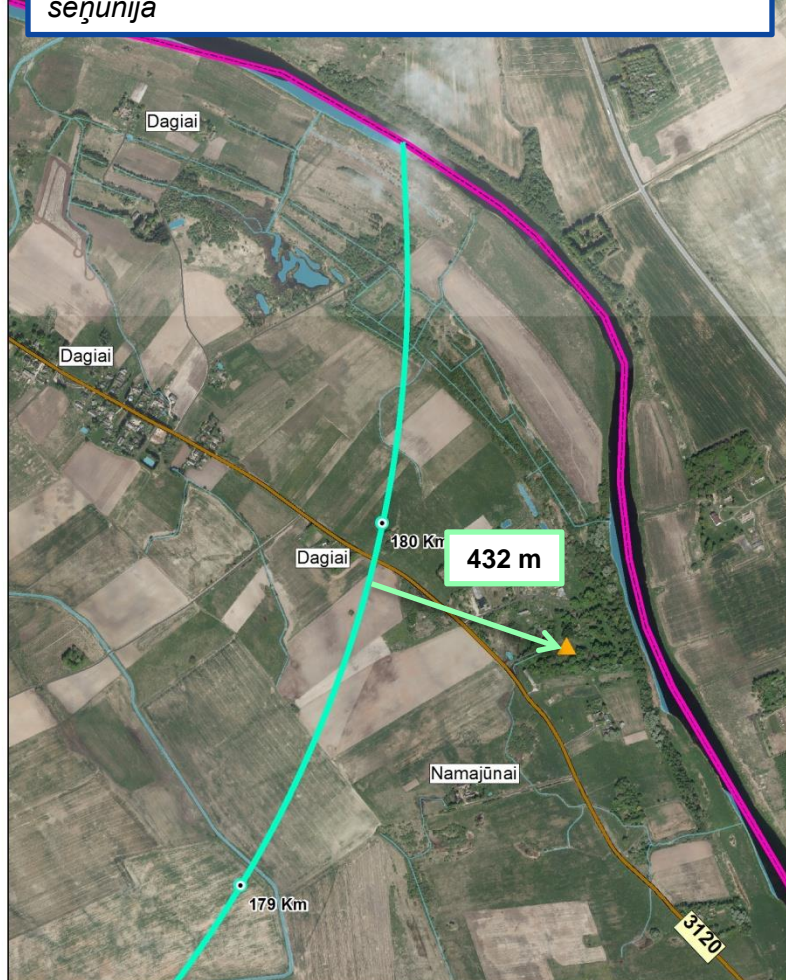


Novērtējums no kultūras mantojuma vērtību aspekta (7)

1. alternatīva.

Bijušās muižas saimniecība (414)

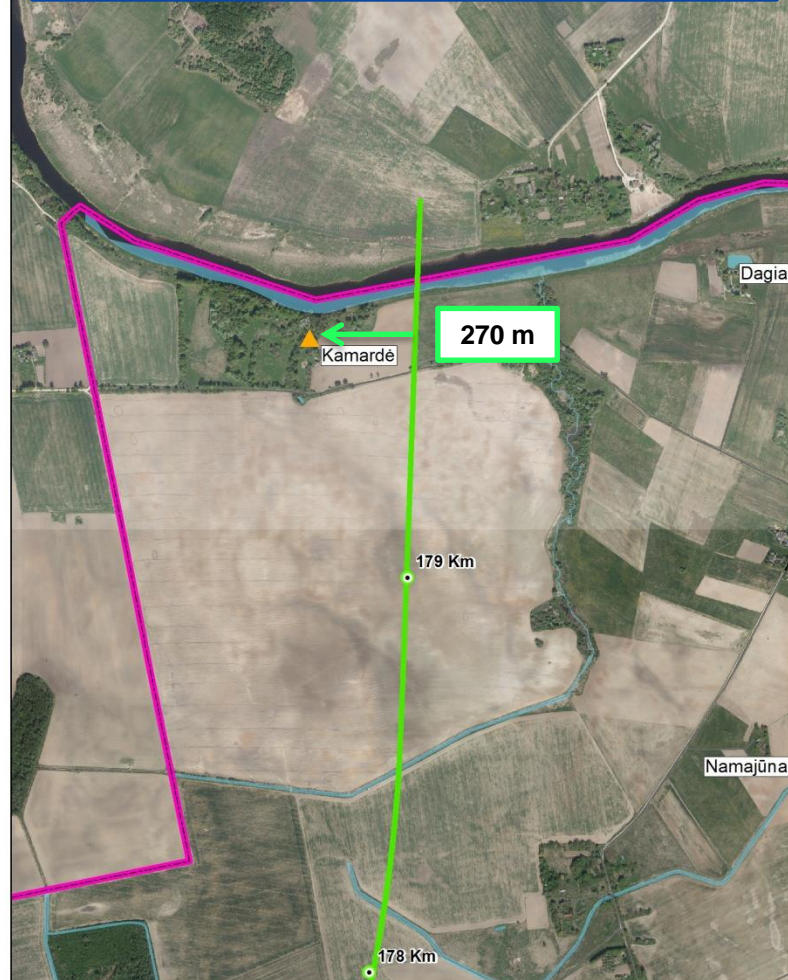
Pasvales raj. pašvald., Baltpamūšja c., Saloču seņūnija



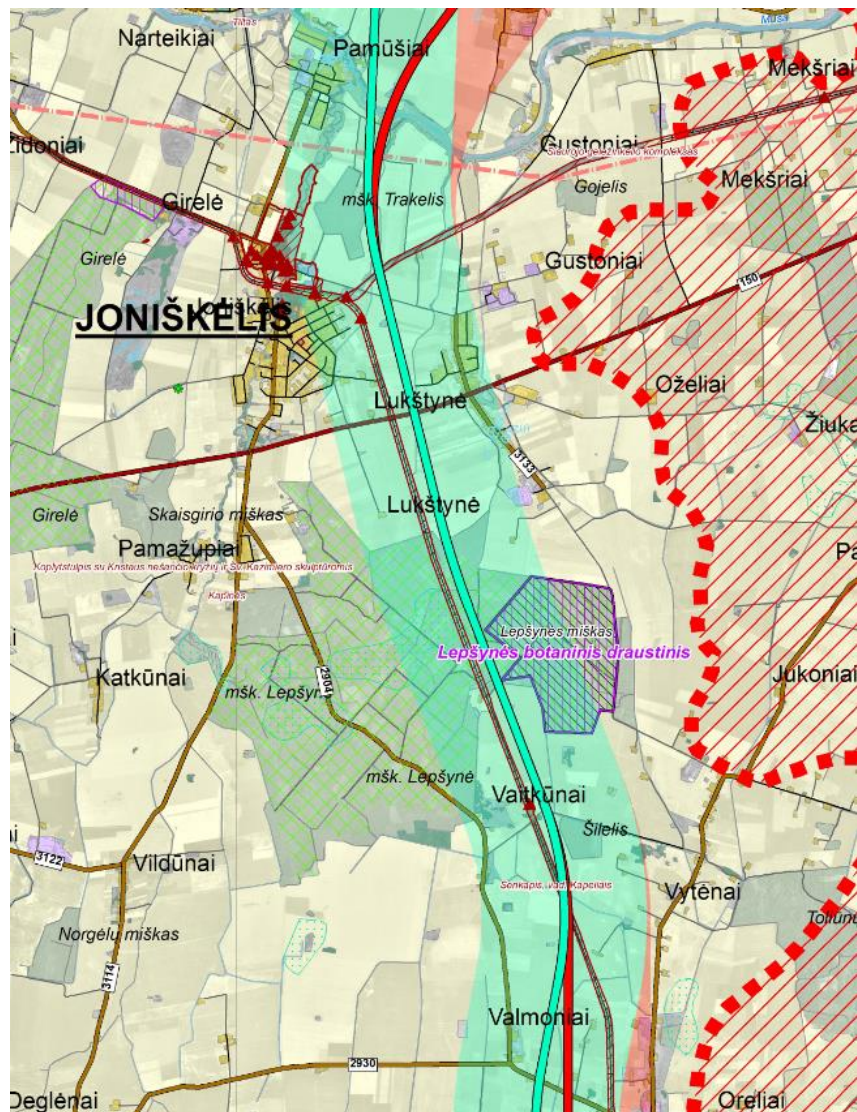
2. alternatīva.

Bijušās muižas saimniecības fragmenti (425)

Pasvales raj. pašvald., Kamardē, Saloču seņūnija



Novērtējums no kultūras mantojuma vērtību aspekta (8)



Novērtējuma no kultūras mantojuma vērtību aspekta apkopojums

Trases teritorijas nosaukums	Novērtējums	Vērtējums
1. alternatīvas trases teritorija	Aplūkojamajā teritorijā atrodas 29 kultūras mantojuma objekti, teritorijas vai to aizsardzības zonas, kas no dzelzceļa trases ass atrodas līdz 1,0 km, 10 – līdz 0,5 km, 3 – līdz 0,1 km, un 2 tiek šķērsoti.	10 balles
2. alternatīvas trases teritorija	Aplūkojamajā teritorijā atrodas 29 kultūras mantojuma objekti, teritorijas vai to aizsardzības zonas, kas no dzelzceļa trases ass atrodas līdz 1,0 km, 10 – līdz 0,5 km, 3 – līdz 0,1 km, un 2 tiek šķērsoti.	10 balles
3. alternatīvas trases teritorija	Aplūkojamajā teritorijā atrodas 28 kultūras mantojuma objekti, teritorijas vai to aizsardzības zonas, kas no dzelzceļa trases ass atrodas līdz 1,0 km, 8 – līdz 0,5 km, 5 – līdz 0,1 km, un 4 tiek šķērsoti.	6 balles
4. alternatīvas trases teritorija	Aplūkojamajā teritorijā atrodas 89 kultūras mantojuma objekti, teritorijas vai to aizsardzības zonas, kas no dzelzceļa trases ass atrodas līdz 1,0 km, 10 – līdz 0,5 km, 5 – līdz 0,1 km, un 4 tiek šķērsoti.	5 balles

Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (kultūras mantojums)

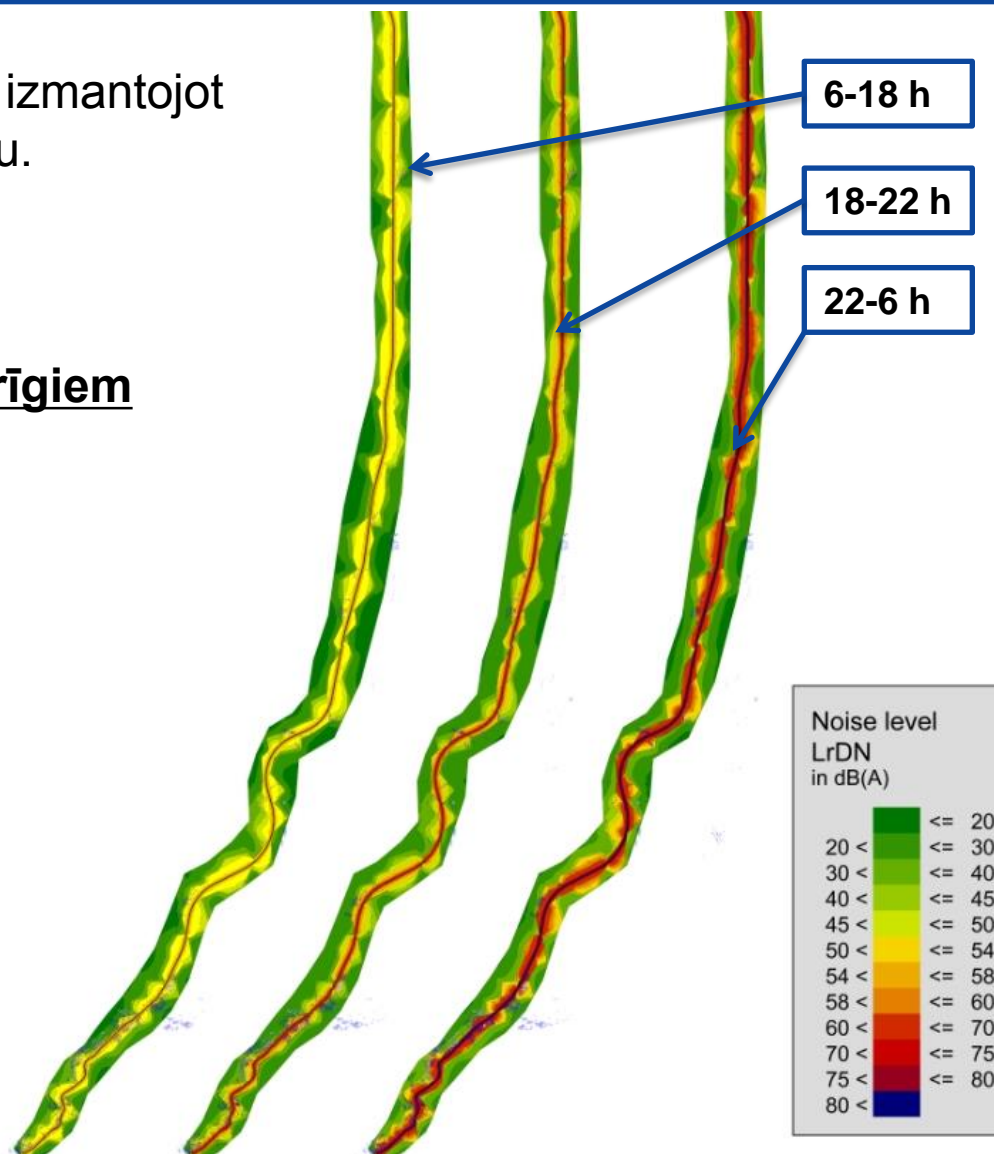
Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	Vērtību iznīcināšana; Vērtību pielietošanas un pieejamības ierobežojums;	-
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	Šaursliežu dzelzceļa kompleksu – šaursliežu dzelzceļu paredzēts šķērsot atšķirīgos līmeņos; Paredzēts pārkārtot ceļus pie vērtībām;	-

Novērtējums sabiedrības veselības aspektā (troksnis)

Veikta trokšņa modelēšana, izmantojot **SoundPLAN** programmatūru.

Noteikti trokšņa līmeņi atšķirīgiem scenārijiem:

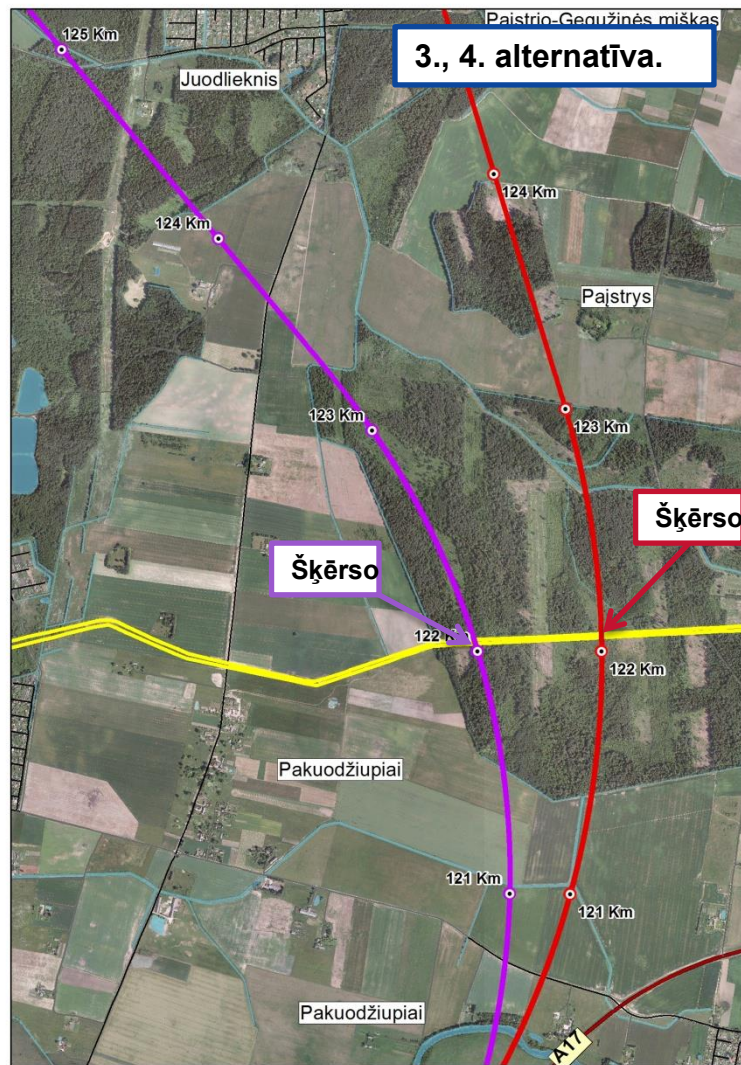
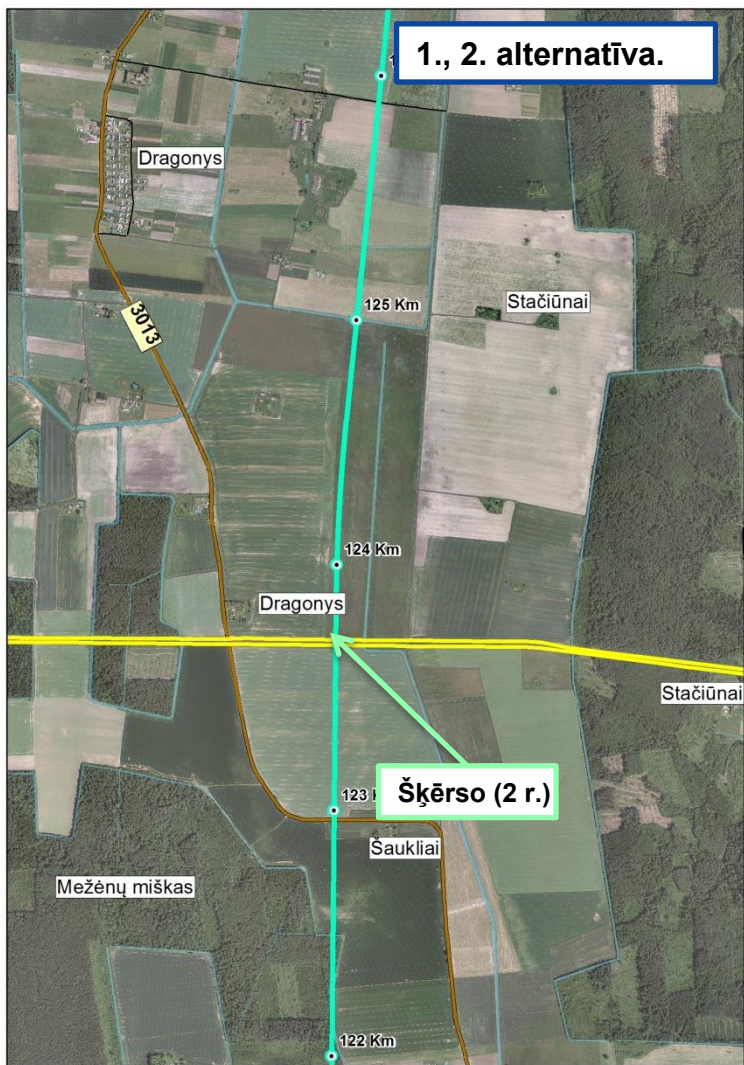
- 6-18 h (līdz 65 dBA);
- 18-22 h (līdz 60 dBA);
- 22-6 h (līdz 55 dBA);



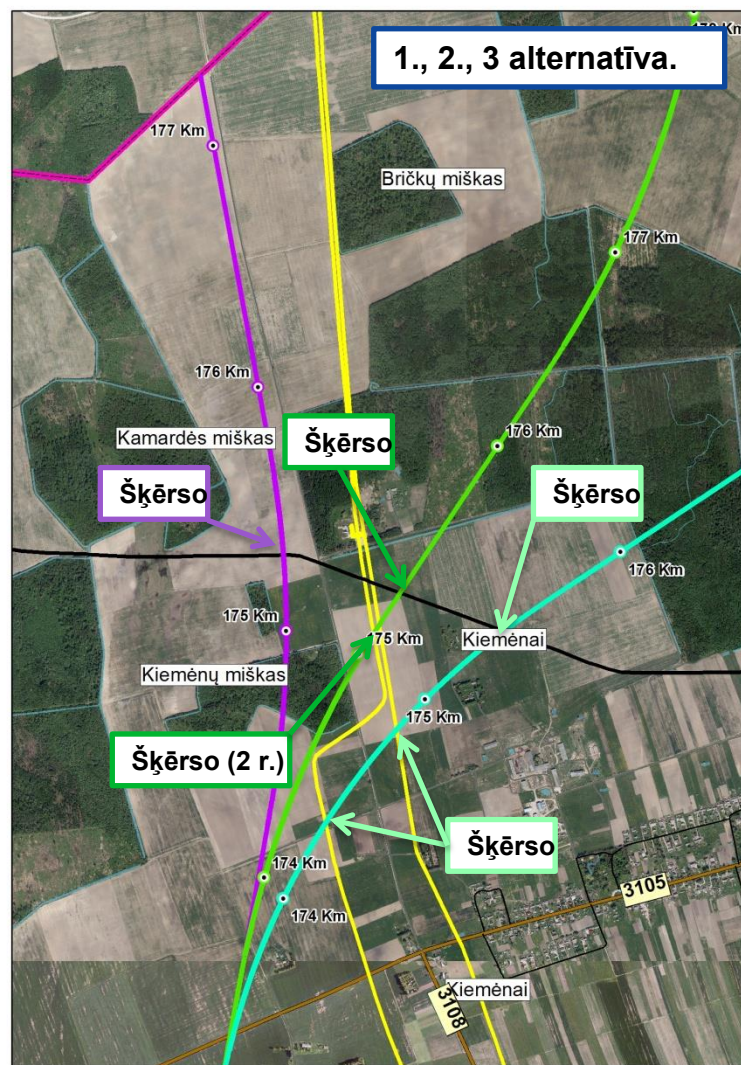
Iespējamās videi radītās sekas un pasākumi, lai samazinātu ietekmi uz vidi (sabiedrības veselība)

Sekas un pasākumi	Būvniecības laikā	Ekspluatācijas laikā
Iespējamās videi radītās sekas	Trokšņa līmeņa palielināšanās; Vibrācijas palielināšanās dzelzceļa līnijas būvniecības teritorijā, izmantojot būvniecības iekārtas un kravas transportlīdzekļus;	Troksnis dzelzceļa transportlīdzekļu satiksmes dēļ;
Pasākumi, lai izvairītos, samazinātu vai kompensētu nozīmīgas negatīvas sekas videi	Lai samazinātu trokšņa līmeni, jāierobežo būvdarbi atpūtas un svētku laikā; Veicot būvdarbus, jāizmanto pagaidu trokšņa barjeras; Jāizmanto un jāievieš vibrācijas samazināšanas līdzekļi un tehnoloģijas;	Trokšņa barjeru izbūve gar dzīvojamajām teritorijām;

Novērtējums no inženiertīklu aspekta (1)



Novērtējums no inženiertīklu aspekta (2)



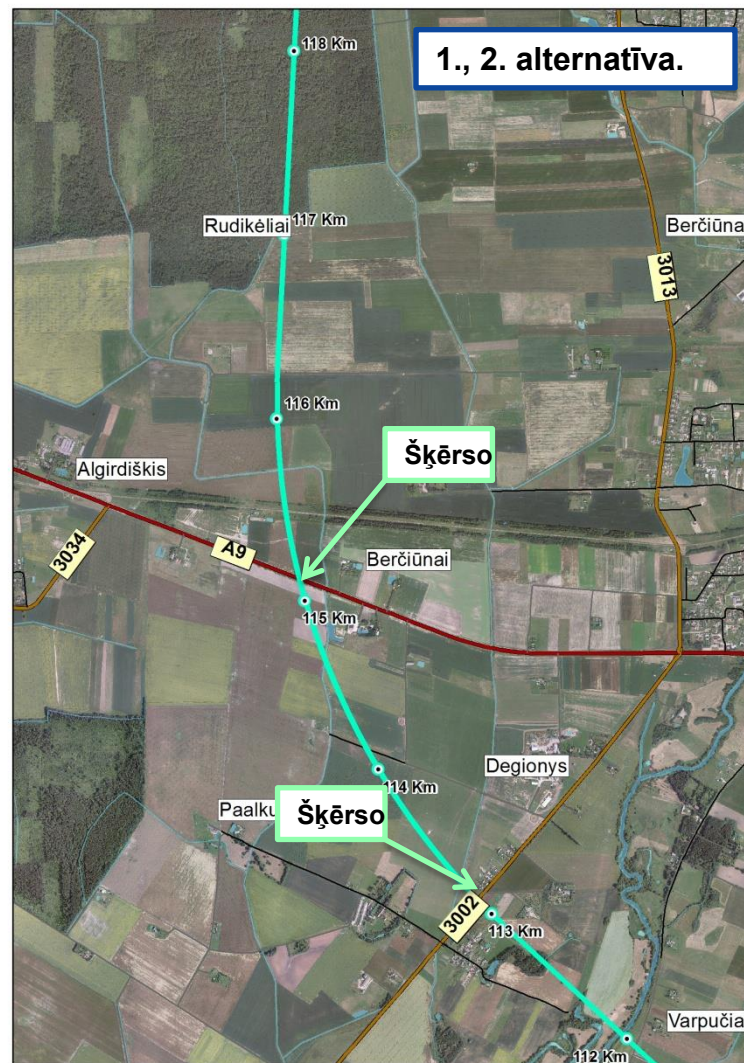
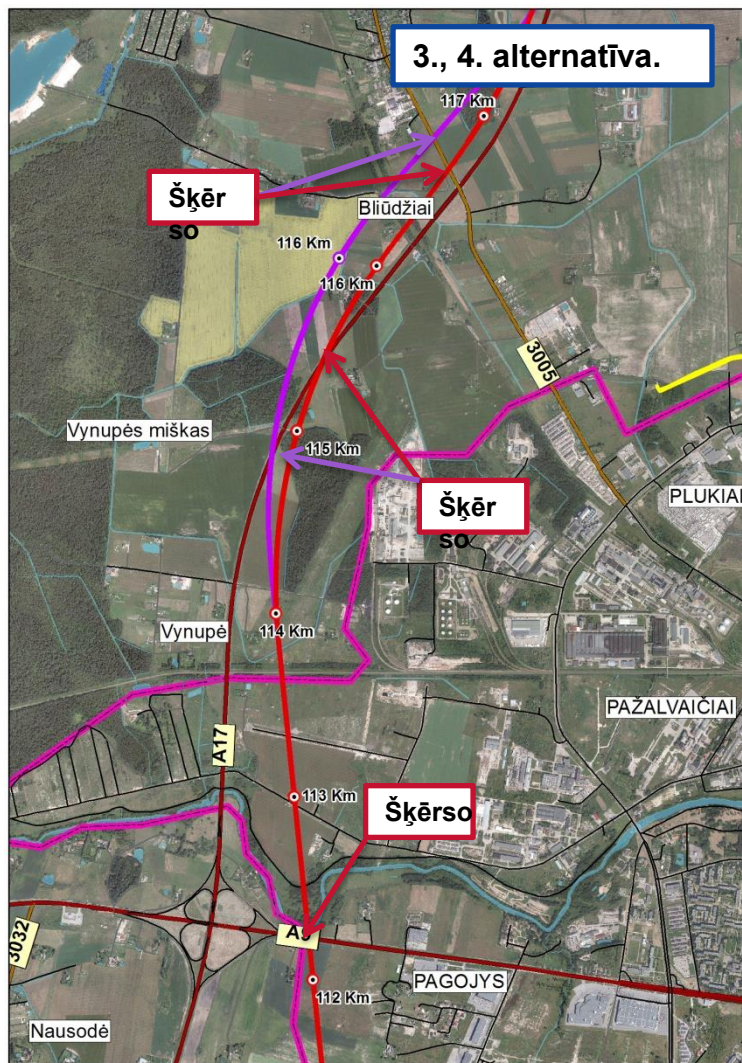
Novērtējuma no inženiertīklu aspekta apkopojums

Plānotās dzelzceļa līnijas trases alternatīvas	Šķērsojamie inženiertīkli Paņevēžas apriņķa teritorijā	Inženiertīkli, kas atrodas aplūkojamajā teritorijā	Vērtējums
1. alternatīvas trases teritorija	9 elektrības gaisa līnijas, 4 maģistrālie gāzes vadi, 1 naftas vads	17 elektrības līnijas, no tām – 15 šķērso, 12 maģistrālie gāzes vadi, no tiem – 4 šķērso, un šķērso 1 naftas vadu	7 balles
2. alternatīvas trases teritorija	9 elektrības gaisa līnijas, 4 maģistrālie gāzes vadi, 1 naftas vads	15 elektrības līnijas, no tām – 12 šķērso, 12 maģistrālie gāzes vadi, no tiem – 4 šķērso, un šķērso 1 naftas vadu	8 balles
3. alternatīvas trases teritorija	13 elektrības gaisa līnijas, 2 maģistrālie gāzes vadi, 1 naftas vads	24 elektrības līnijas, no tām – 19 šķērso, 8 maģistrālie gāzes vadi, no tiem – 2 šķērso, un šķērso 1 naftas vadu	10 balles
4. alternatīvas trases teritorija	15 elektrības gaisa līnijas, 2 maģistrālie gāzes vadi, 1 naftas vads	25 elektrības līnijas, no tām – 22 šķērso, 2 maģistrālie gāzes vadi (abus šķērso), un šķērso 1 naftas vadu	6 balles

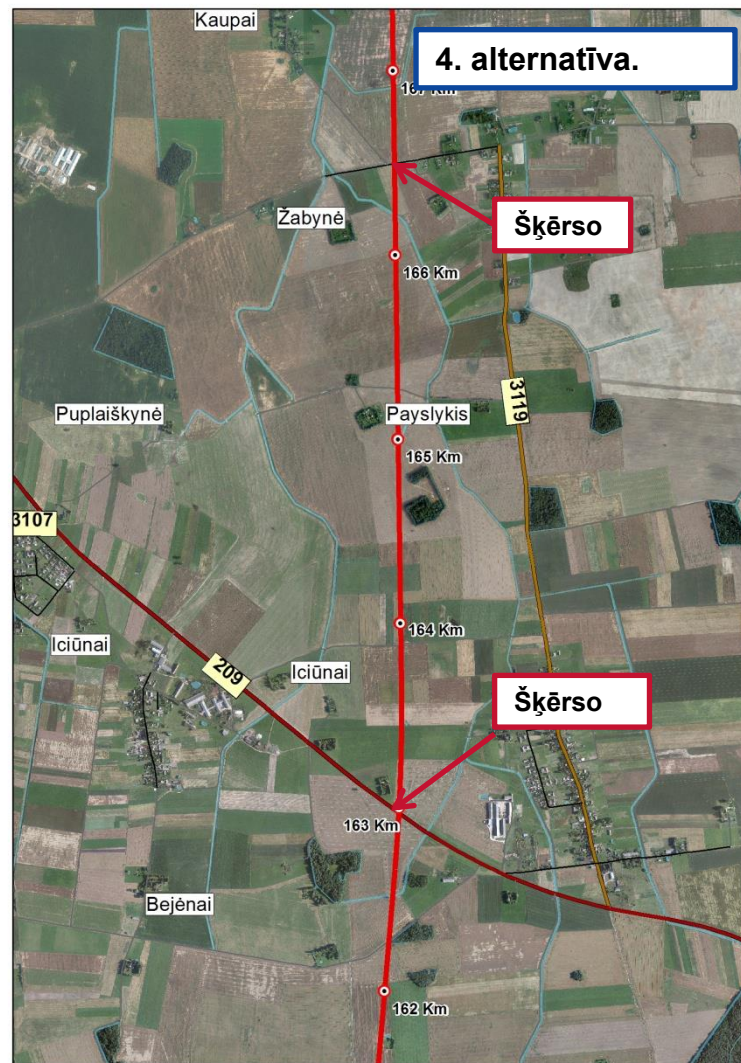
Novērtējums no satiksmes komunikāciju aspekta (1)



Novērtējums no satiksmes komunikāciju aspekta (2)



Novērtējums no satiksmes komunikāciju aspekta (3)



Novērtējums no satiksmes komunikāciju aspekta (4)



Jāierīko divu līmeņu
šķērsojumi (tilti, viadukti)



Novērtējuma no inženiertehnisko satiksmes komunikāciju aspekta apkopojums

Plānotās dzelzceļa līnijas trases alternatīvas	Šķērsojamās satiksmes komunikācijas Paņevēžas apriņķa teritorijā	Satiksmes komunikācijas, kas atrodas aplūkojamajā teritorijā	Vērtējums
1. alternatīvas trases teritorija	3 maģistrālie ceļi, 4 valsts ceļi, 12 rajona ceļi	5 maģistrālie ceļi (4 tiek šķērsoti), 8 valsts ceļi (6 tiek šķērsoti), 34 rajona ceļi (17 tiek šķērsoti)	10 balles
2. alternatīvas trases teritorija	2 maģistrālie ceļi, 3 valsts ceļi, 11 rajona ceļi	5 maģistrālie ceļi (4 tiek šķērsoti), 8 valsts ceļi (6 tiek šķērsoti), 33 rajona ceļi (17 tiek šķērsoti)	10 balles
3. alternatīvas trases teritorija	4 maģistrālie ceļi, 3 valsts ceļi, 12 rajona ceļi	7 maģistrālie ceļi (6 tiek šķērsoti), 8 valsts ceļi (6 tiek šķērsoti), 35 rajona ceļi (17 tiek šķērsoti)	6 balles
4. alternatīvas trases teritorija	4 maģistrālie ceļi, 3 valsts ceļi, 10 rajona ceļi	7 maģistrālie ceļi (6 tiek šķērsoti), 7 valsts ceļi (6 tiek šķērsoti), 31 rajona ceļi (15 tiek šķērsoti)	7 balles

Daudzkritēriju analīzes rezultāti SIVN gadījumā

Teritorija/ vērtēšanas aspekts	1. alternatīvas trases teritorija	2. alternatīvas trases teritorija	3. alternatīvas trases teritorija	4. alternatīvas trases teritorija
Virszemes ūdeņi	10	8	6	7
Ģeoloģiskie nosacījumi	7	10	10	10
Ūdens ņemšanas vietas	9	10	10	10
Derīgie izrakteņi	7	7	7	10
Augsne	-	-	-	-
Ainava	-	-	-	-
Aizsargājamās teritorijas	10	10	10	8
Kultūras mantojuma vērtības	10	10	6	5
Zemes izmantošana	10	7	5	5
Zemes īpašumu sistēma	5	5	10	8
Meži	10	8	5	9
Purvainas teritorijas	7	7	10	8
Kopā:	85	82	79	80

Secinājumi

1. Vadoties pēc veiktās daudzkritēriju analīzes rezultātiem, tiek piedāvāta plānotās dzelzceļa līnijas alternatīvas Nr. 1 trase:

Roki – Palemonas (Kauņas pils. pašvald.) – Neveroņi (Kauņas raj. pašvald.) – Jonava – Pagirji (Kēdainu raj. pašvald.) – Ramīgala – Upīte – Janališķi (Paņevēžas raj. pašvald.) – Pušalota – Jonišķelis – Vaški – Kiemēni – Dagji (Pasvales raj. pašvald.);

Līdz sabiedriskās apspriešanas sākumam rakstiski saņemtie sabiedrības ierosinājumi (1)

ierosinājuma saņemšanas datums	Sabiedrības pārstāvja vārds, uzvārds (nosaukums) un adrese	ierosinājums	ierosinājumu motivēts novērtējums
05.02.2015.	Slēgtā akciju sabiedrība „Enerstena”	Lūgums sniegt informāciju par ēkas Raktažolių g. 21 attālumu līdz plānotajai dzelzceļa līnijai	Sniegta informācija, ka tā neiekļaujas speciālā plāna alternatīvu teritorijās.
01.04.2015.	Slēgtā akciju sabiedrība „BLG Terminalas”	Lūgums, lai, izvēloties dzelzceļa līnijas trasi, ievērotu detālplāna risinājumus	Sniegta informācija, ka iekļaujas plānotās dzelzceļa līnijas risinājumu teritorijā. Tāpat, ka saskaņā ar Teritoriju plānošanas likuma normām, izstrādājot Kauņas raj. pašvald. Neveroņu seņūnijas, Neveroņu c., zemes gabala kadastra Nr. 5233/0013:42 detālplānu, jāievēro speciālā plāna risinājumi.
29.04.2015.	Papojas c. iedzīvotāji, Ž. Grakausks	Ierosinājums pabīdīt no zemnieku laukiem un Papojas ciema plānoto dzelzceļa līniju caur Upītes mežu.	Sniegta informācija, ka piedāvātais ierosinājums saīsinātu taisno posmu starp Berņūniem, Papušiņiem un Trakišķiem, kurā plānota Paņevēžas dzelzceļa stacija.
07.05.2015.	Toms (Daņūnu ciems, Paņevēžas raj. pašvald.)	Par plānotās dzelzceļa līnijas pie Daņūnu ciema trases alternatīvām	Sniegta informācija, ka speciālajā plānā plānotās sarkanās alternatīvas noteiktais attālums līdz dzīvojamo ēku teritorijām ir 150-200 m, sniegta informācija par plānotajiem trokšņa slāpēšanas pasākumiem. Atteikts pabīdīt trasi aiz Linažiedžiem, jo dzelzceļa trases novietojumu bez dzīvojamajām teritorijām nosaka arī aizsargājamās teritorijas, kultūras mantojuma teritorijas, ūdens tilpes, citi faktori un dzelzceļa līnijas parametri.

Līdz sabiedriskās apspriešanas sākumam rakstiski saņemtie sabiedrības ierosinājumi (2)

Ierosinājuma saņemšanas datums	Sabiedrības pārstāvja vārds, uzvārds (nosaukums) un adrese	Ierosinājums	Ierosinājumu motivēts novērtējums
06.05.2015.	Dans Vensbergs (Jonavas raj. pašvald.)	Lūgums sniegt informāciju par zemes gabala attālumu līdz plānotajai dzelzceļa līnijai.	Informācija sniegta
15.05.2015.	Slēgtā akciju sabiedrība „Ektornet Lithuania SPV2”	Lūgums sniegt informāciju par zemes gabala attālumu līdz plānotajai dzelzceļa līnijai.	Informācija sniegta
27.05.2015.	Karolina Česnaite, Kauņas pils. pašvald.	Lūgums par trokšņa samazināšanas līdzekļiem Neveroņu, Palemonas teritorijās.	Sniegta informācija, ka paredzēti trokšņa samazināšanas līdzekļi gar dzīvojamajām teritorijām, kā arī par to, ka trokšņa samazināšanas līdzekļi tiks konkretizēti IVN laikā.
28.05.2015.	Aldona Oņūniene, Paliepjū ciems, Paņevēžas raj. pašvald.	Ierosinājums trasei nešķērsot no jauna iestādīto mežu, kas iekļauts rekreācijas zonā. Tāpat ņemt vērā ainavu, pazemes ūdeņus, meža zvērus, saimniecības.	Sniegta informācija, ka dzelzceļa līnija no dzīvojamajām mājām atradīsies 70-80 m attālumā. Lūgto trases pabīdīšanu izpildīt nevaram, jo dzelzceļa trases novietojumu bez dzīvojamajām teritorijām nosaka arī aizsargājamās teritorijas, kultūras mantojuma teritorijas, ūdens tilpes, robežas šķērsošanas punkts ar Latvijas Republiku, citi faktori un dzelzceļa līnijas parametri. Sniegta informācija par negatīvo seku samazināšanas pasākumiem.



Paldies par uzmanību!





Administratore
Ieva Speteliūnaitė

GAUTA

2015-09-03

LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA

Biudžetinė įstaiga, A. Jakšto g. 4/9, LT-01105 Vilnius,
tel. (8~5) 266 3661, faks. (8~5) 266 3663, el. p. info@am.lt, http://www.am.lt.
Duomenys kaupiami ir saugomi Juridinių asmenų registre, kodas 188602370

Mr. AECOM-15/137

2015-09-01

Nr. (14-1)-D8-6444

Mantas Kaušylas
Plėtros vadovas
AECOM Infrastructure & Environment UK
Limited branch
Vytenio g. 9/25, LT-03113 Vilnius

I

Nr.

DĖL LATVIJOS ATSLIEPIMO

Vykdydami institucijos – strateginio pasekmių aplinkai vertinimo (SPAV) nacionalinio koordinatoriaus funkcijas, persiunčiame Latvijos Respublikos valstybinio aplinkos apsaugos biuro pateiktą SPAV ataskaitą dėl teritorijų specialiojo plano Europos standarto geležinkelio linijos Kaunas – Lietuvos/Latvijos valstybės siena (Strategic environmental impact assessment report for the special territorial plan of the European-standard railway line Kaunas-Lithuanian/Latvian state border). Dokumentas gautas paštu. Jo elektroninę versiją esame jums anksčiau persiuntę e-paštu.

PRIDEDAMA. Ataskaita, 8 lapai.

Aplinkos viceministrė

Daiva Matonienė

A. Gordevičius, tel. 8 706 63609, el. p. aleksandras.gordevicius@am.lt



1.759



Vides pārraudzības valsts birojs
Environment State Bureau of the Republic of Latvia

15 08 27
213-590

p. M. Narimontui
p. V. Augliui

Rūpniecības iela 23, Rīga, LV-1045, Latvia, phone +371 67321173, fax +371 67321049, e-mail vpvb@vpvb.gov.lv, www.vpvb.gov.lv

Aplinkos viceministras
Algirdas Genovicius

Rīga

A. Genovicius

August 24, 2015 No 7-01/1558

Ref. to: March 26, 2015 No (14-1)-D8-5267

Espoo focal point:

Mr. Vitalijus Auglys

Director of Pollution Prevention Department
Ministry of Environment of the Republic of Lithuania

A. Jakšto St. 4/9

01105 Vilnius

vitalijus.auglys@am.lt

Territorial Planning, Urban Development and Architecture Department

Ministry of Environment of the Republic of Lithuania

A. Jakšto St. 4/9

01105 Vilnius

Lithuania

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Regarding the strategic environmental impact assessment report for the special territorial plan of the European-standard railway line Kaunas-Lithuanian/Latvian state border

Environment State Bureau (hereinafter referred to as the Bureau), acting as a competent authority on the strategic environmental impact assessment (hereinafter referred to as SEA) and environmental impact assessment in the Republic of Latvia would like to thank the Ministry of Environment of the Republic of Lithuania for the prepared SEA report for the special territorial plan of the European-standard railway line Kaunas-Lithuanian/Latvian state border (hereinafter referred to as SEA Report and the Special Plan).

We express our gratitude for received documentation of SEA. Information about the Special Plan as well as respective documents, including SEA report was made publicly available on the website of the Bureau. Kindly respecting your request to submit our final comments no later than August 24, 2015, public hearing period was announced from 20th of July, 2015 till 21st of August, 2015. The public hearing meeting was held on 30th of July in Riga.

During the public hearing period we received various comments and opinions, including opinions from Ministry of Foreign Affairs, Ministry of Transport of the Republic of Latvia, Ministry of Interior, Ministry of Health, Zemgale planning region, Bauska County Council, Jelgava city local government, Nature Coservation Agency, JSC "Latvijas Valsts ceļi" (Latvian State Roads), Environment State Service.

The Bureau has compiled comments and proposals that were submitted by the public concerned and the authorities and herewith sends you the opinion about the SEA report for the Special Plan.

In addition we enclose to this letter also the full translated text of opinions received from the Ministry of Transport of the Republic of Latvia and from Bauska County Council that we have managed to translate in this short time period.

The Bureau appreciates the SEA Report prepared by the contractor "URS Infrastructure & Environment UK Limited" chosen by AS "Lietuvos geležinkeliai" which is the authorized company of the Ministry of Transport of the Republic of Lithuania. The Bureau considers that SEA report for the Special Plan includes a broad and detailed investigation. Nevertheless we draw your attention to several very important aspects regarding the transboundary impacts and their assessment:

1. The location alternatives for the European standard gauge railway line *Rail Baltica* crossing of Latvian-Lithuanian border (hereinafter referred to as the Border Crossing alternatives) substantially differ from the solutions defined as a result of the "Feasibility study and technical studies of new European gauge line of Rail Baltica section Kaunas-Riga-Tallinn" (hereinafter referred to as the AECOM's feasibility study), which established the basis for a Declaration of Intent by the Ministers of Transport of the three Baltic States signed on 7th of December, 2011. The results of the AECOM's feasibility study have served as a basis for the core principles of a further detailed technical study and territorial planning in the Republics of Estonia, Latvia and Lithuania. These principles were respected when defining the route for the European standard gauge railway line *Rail Baltica* in the territory of the Republic of Latvia at the border with the Republic of Lithuania.
2. It was defined in the notification received from the Ministry of Environment of the Republic of Lithuania (June 25, 2015 No (10-3)-D8-4785) that only two main route alternatives will be considered and that Border Crossing alternatives No. 3 and No. 4 have been eliminated. SEA report of the Special Plan still considers 4 Border Crossing alternatives.
3. As it was identified in the letter sent by Bureau (May 12, 2015 No 7-01/1072) – if new Border Crossing alternatives in addition to the crossing point foreseen in AECOM's feasibility study are considered in the Special Plan - it is necessary to take into account that such changes of route in one country affects location of the railway line in the neighbouring country. It is not only necessary to develop solutions that would ensure connections of the railway line *Rail Baltica* in the territory of the Republic of Lithuania with the line in the territory of the Republic of Latvia, but also assessment of the affected territories and assessment of impacts with regard to the changes of the route in neighbouring country shall be carried out. It is necessary to assess the Border Crossing alternatives with regard to the actual environmental impacts, that would include at least the following aspects: noise and vibration spread, natural values, landscape, cultural and historical objects, hydrologic conditions, including land reclamation systems, geological and hydrogeological conditions, contemporary geological processes, agricultural land, forests, risks, probability of accidents and distribution of pollution caused thereof.
4. Unfortunately SEA report of the Special Plan does not include such solutions and assessment. The assessment of transboundary impacts with regard to the changes of previously assessed route in the territory of the Republic of Latvia is not carried out. The possibly affected territories in the territory of the Republic of Latvia in case of Border Crossing alternatives No. 2-4 are not defined and evaluated; estimation of impacts in the territory of the Republic of Latvia is not carried out. It is also not taken into account that the route options of alternatives No. 2-4 envisage crossing of agricultural areas of national significance rated above 60 points (Regulations of the Cabinet of Ministers of the Republic of Latvia "Regulations of the national importance agricultural lands", approved 28 May 2013) and densely populated areas, thus reinforcing territorial fragmentation and having significant impact on the socioeconomic development processes of Bauska County.

5. The route territory of Border Crossing Alternative No. 1 has been assessed with the highest score in the SEA report. This alternative corresponds with the border crossing point acknowledged in the AECOM's feasibility study and it has been publicly discussed and incorporated in the Territorial Planning of Bauska County Municipality.
6. A meeting of technical researchers was organized in Bauska municipality on 21 April 2015, where representatives of the Ministry of Transport of Republic of Latvia, Bauska Municipality and technical research group from Latvia agreed with representatives of the technical research group from Lithuania, Geology Fund of the Ministry of Environment of the Republic of Lithuania and Lithuanian Railway on additional geotechnical and geophysical study works in border area of the Republic of Latvia and Republic of Lithuania. The aim of geotechnical and geophysical study was to ascertain on potential gypsum layers, which could cause karst processes and which could impact place of the Rail Baltica crossing point, set in the AECOM's feasibility study. Results of the additional geotechnical and geophysical study showed no evidence of gypsum layers, which could form active karstic process, not in Latvian or Lithuanian side in the area of Rail Baltica corridor, set in the AECOM's feasibility study.

In addition we draw your attention to several other aspects that were highlighted by the Ministry of Foreign Affairs, Ministry of Interior, Ministry of Health, Zemgale Planning Region and other stakeholders:

- a) The Ministry of Interior has highlighted the necessity to take into consideration such significant aspects as service infrastructure and accessibility particularly in relation to the accident risks and border control in case of special occurrences.
- b) The Ministry of Health has proposed to amend the SEA report with evaluation of number of people that can be affected by the negative environmental factors.
- c) Zemgale Planning Region has expressed their concerns that the Border Crossing alternatives No. 2-4 do not correspond with the Territorial Planning of Zemgale Planning Region.
- d) Nature Conservation Agency has informed that there are no specially protected areas (of national or European value) in the territory of the Republic of Latvia in the vicinity of defined Border Crossing Alternatives, but there are protected habitats 6450 *Northern boreal alluvial meadows* and 6510 *Lowland hay meadows* identified and registered in our national data base in the territory of possible Border Crossing Alternative No 2 and in its vicinity. Since it was defined in the earlier notification received from the Ministry of Environment of the Republic of Lithuania that Border Crossing alternatives No. 3 and No. 4 have been eliminated - Nature Conservation Agency did not submit information about the alternatives No. 3 and No. 4.
- e) JSC "Latvijas Valsts ceļi" (Latvian State Roads) draws attention to the fact that the railway line *Rail Baltica* in the territory of the Republic of Latvia is planned in a united corridor with the perspective *Via Baltica* road in Bauska County and the only Border Crossing alternative that can be supported by JSC "Latvijas Valsts ceļi" (Latvian State Roads) is the Alternative No 1. In case of alternatives No.2-4 the changes of route for *Rail Baltica* and *Via Baltica* in the territory of the Republic of Latvia would result in crossing of densely populated areas and cannot be supported.
- f) The Ministry of Foreign Affairs supports the Border Crossing Alternative No. 1 that corresponds with the border crossing point acknowledged in the AECOM's feasibility study, that has been chosen as a basis for the environmental impact assessment procedure by the Republic of Latvia and that has also been assessed with the highest score in the SEA report.

g) The Ministry of Transport of the Republic of Latvia has submitted such additional comments and proposals to the SEA Report and Special Plan (full translated text of proposals is enclosed to this letter):

- i) To add information about the project “*Detailed technical study and environmental impact assessment of the Latvian section of the European gauge railway line Rail Baltica*” in SEA Report.
- ii) To add information on results of the additional geotechnical and geophysical study that showed no evidence of gypsum layers that could form active karstic processes.
- iii) The Ministry of Transport of the Republic of Latvia draws attention that the Detailed technical study for Latvia section, following the AECOM’s feasibility study, assumes cargo railways will run all day and night. The Ministry of Transport of the Republic of Latvia would appreciate a synchronized railway operational timetable that could be used in the noise level modelling, definition of noise protection measures and appropriate railway infrastructure in following steps of environmental impact assessment.
- iv) The Ministry of Transport of the Republic of Latvia also draws attention that the technical solutions (profile) of border crossing point are in the stage of elaboration, including solutions for parallel roads that could be used in case of potential accidents in pre-border areas. At the current stage of the Detailed study of the Latvia Rail Baltica section a border crossing as railway bridge over the river Musu (Mūša) is foreseen. It is also foreseen that the measures for the prevention and reduction of accidents and their consequences will be taken using E57 and other roads.

Therefore, according to the findings in SEA report of the Special Plan, taking into account the scope and detail of SEA report as well as compiled comments and opinions that were submitted by the public concerned, the Republic of Latvia can support only the Border Crossing Alternative No. 1 that corresponds with the solution chosen in the AECOM’s feasibility study and has been evaluated with the highest score in the SEA report.

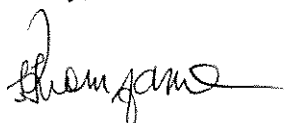
The Bureau kindly asks you to send information mentioned in the Article 9 of the *Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment* and Article 11 of the *Protocol on strategic environmental assessment to the Convention on environmental impact assessment in a transboundary context* when The Special Plan is adopted to conclude the process of the transboundary consultations.

Annexes:

1. Letter of Bauska City Council, August, 13, 2015 No. 3 – 14.8/2166 (translation) – 1 page.
2. Letter of The Ministry of Transport of the Republic of Latvia, August 21, 2015 No 09-01.3334 – 3 pages.

Looking forward to successful bilateral cooperation in the field of environmental assessments in the transboundary context, yours sincerely,

Indra Kramzaka



Deputy Director of Environment State Bureau of the Republic of Latvia

/coat of
arms/

BAUSKA COUNTY COUNCIL

Reg. No. 90009116223, Uzvaras iela 1, Bauska, Bauska County, LV-3901
tel.: 63922238, fax: 63924522, e-mail: dome@bauska.lv, www.bauska.lv

In Bauska

FOA: I. Jegere
/stamp: ACTION REQUIRED
17 AUG 2015/ /signature/

13 August 2015 No. 3 – 14.8/2166
Ref. to letter No. 7-01/ of 20.07.2015

FAO: The Environment State Bureau of the
Republic of Latvia
Rūpniecības iela 23, Rīga, LV-1045

Regarding assessment of the environmental report of the strategic environmental impact assessment of the Lithuanian special territorial planning for Rail Baltica section Kaunas – Lithuanian/Latvian state border.

Bauska County Municipality has reviewed the Strategic Environmental Impact Assessment Report of the special plan of the European standard gauge railway line Kaunas –Lithuanian/Latvian state border and the proposed alternatives No. 1–4 for the Latvian border crossing.

Bauska County Municipality appreciates the Strategic Environmental Impact Assessment Report of the contractor "URS Infrastructure & Environment UK Limited" chosen by AS "Lietuvos geležinkeliai" which is the authorized company of the Ministry of Transport of the Republic of Lithuania.

The route territory of Alternative No. 1 with the highest score (85) corresponds to the border crossing point acknowledged in the AECOM study, which has been already chosen and incorporated in the Territorial Planning of Bauska County Municipality for 2012–2023. A public discussion process was organized and the residents' opinion was found out within the development of the territorial planning, as a result of which it was established that the route disposition of Rail Baltica in the same transport corridor with Via Baltica would best suit the interests of Bauska County.

Please note that the Strategic Environmental Impact Assessment Report does not provide a transboundary assessment (transboundary impact is mentioned only in the section about accidents).

Bauska County Municipality strictly objects to the route options of Alternative No.2-4 because they envisage crossing of agricultural areas of national significance rated above 60 points and densely populated areas, thus reinforcing territorial fragmentation, reducing the economic development of the County, as well as contradicting with the solution included in the Territorial Planning of Bauska County Municipality for 2012-2023.

Considering the above mentioned, Bauska County Municipality expresses its support for promoting the route territory of Alternative No. 1 for further detailing for the Latvian – Lithuanian border crossing.

Chairman of the Council

/signature/

R. Abelnieks /R.Ābelnieks/

Berzina /Bērziņa/ 63963972

/stamp: RECEIVED BY
THE ENVIRONMENT
STATE BUREAU
17 AUG 2015
No. 1911

Rīga 21 August 2015 No 09-01.3334

Environment State Bureau of the Republic of Latvia
Rūpniecības iela 23, Rīga, LV-1045

Regarding Strategic Environmental Impact Assessment
for the special plan of the European standard railway
line Kaunas – Lithuanian and Latvian state border

Ministry of Transport of the Republic of Latvia has reviewed Strategic Environmental Impact Assessment materials of the special plan of the European standard railway line Kaunas – Lithuanian and Latvian state border (*hereinafter referred to as the “SEA of the LT special plan”*), published in the web page of the Environment State Bureau of the Republic of Latvia (<http://www.vpvb.gov.lv/lv/strategiskais-ivn/parrobezu-sivn/?id=963>), and the “Minutes of the interstate public familiarisation (meeting) held on the 30th of July, 2015 in Riga, and note to the following issues:

1. Nevertheless Ministry of Transport of the Republic of Latvia has previously drawn attention (in the letter No 15-01/251 of 16 January 2014 sent to Environment State Bureau of the Republic of Latvia regarding the strategic environmental assessment for the European gauge railway line between Kaunas and the Lithuanian –Latvian border), the SEA of the LT special plan shows four Rail Baltica railway routes and two border crossing points. It contradicts to results of the “Feasibility study and technical studies of new European gauge line of Rail Baltica section Kaunas-Riga-Tallinn” (*hereinafter referred to as the AECOM’s feasibility study*), which established the basis for a Declaration of Intent by the Ministers of Transport of the three Baltic States signed on 7th of December, 2011.

2. SEA of the LT special plan has insufficient information on the limiting factors, which has to be taken into account setting border points and planning continuing route in the Latvia territory. Ministry of Transport of the Republic of Latvia held the meeting of 15 April 2015 where representatives of the Ministry of Transport of Republic of Latvia, Ministry of Environment Protection and Regional development of Republic of Latvia, Environment State Bureau of the Republic of Latvia, Bauska Municipality, Latvian Railway, Lithuanian Railway, Ministry of Environment of the Republic of Lithuania, Ministry of Transport and Communication and Lithuanian detailed study’s researchers took part. Participants of the meeting exchanged information on limiting (excluding) factors defining railway routes’ location. Representatives of the Ministry of Transport of the Republic of Latvia informed that initial public discussions within the project “Detailed technical study and environmental impact assessment of the Latvian section of the European gauge railway line Rail Baltica” has been finished and there is only one border crossing point set, according to the AECOM’s feasibility study, approved by three Baltic States transport ministers, and according to the „The Common Principles for the Rail Baltica 1435 mm Railway Spatial and Territorial Planning and Preliminary Design Study (Jointly agreed version by Estonia, Latvia, and Lithuania)”, elaborated and approved by Rail Baltica Task Force. As well, representatives of Lithuania side were informed on such limiting factors and excluding others proposed alternatives as impact on Bauska regional socioeconomic development processes, inhabited places, national importance agricultural lands (Regulations of the Cabinet of Ministers of the Republic of Latvia “Regulations of the national importance agricultural lands”, approved 28 May 2013). To create solutions for the situation technical researchers’ meeting was organized in Bauska municipality on 21 April 2015, where representatives of the Ministry of Transport of Republic of Latvia, Bauska Municipality and technical research group from Latvia agreed

with representatives of the technical research group from Lithuania, Geology Fund of the Ministry of Environment of the Republic of Lithuania and Lithuanian Railway on additional geotechnical and geophysical study works in border area of the Republic of Latvia and Republic of Lithuania. Geotechnical and geophysical study aim was to ascertain on potential gypsum layers, which could cause karst processes and which could impact place of the Rail Baltica crossing point, set in the AECOM's feasibility study. Results of the additional geotechnical and geophysical study showed no evidence of gypsum layers, which could form active karstic process, not Latvian or Lithuanian side in the area of Rail Baltica corridor, set in the AECOM's feasibility study.

Regarding above mentioned, we state that SEA of the LT special plan has to set only one crossing point, according to the AECOM's feasibility study. From this point Latvia section's railway corridor alternatives has been already set and started EIA. In Lithuania the point corresponds to alternative No. 1. Other crossing points has to be viewed as inappropriate for the Rail Baltica project. All alternatives, which has been elaborated inside every Baltic States, have connect to the crossing points, set in the AECOM's feasibility study.

As well, we would like to share following comments for SEA of the LT special plan:

a. Please add information about the project "Detailed technical study and environmental impact assessment of the Latvian section of the European gauge railway line Rail Baltica", which has been implemented in Latvia and justify cross boarding point on Latvia/Lithuania border (in summary of SEA in Latvian - 4th chapter where the description of the chosen alternatives is given).

b. Please add information on results of the additional **geotechnical and geophysical study**, which showed no evidence of gypsum layers, which could form active karstic process, not Latvian or Lithuanian side in the area of Rail Baltica corridor, set in the AECOM's feasibility study. This information, please, add to justify one LV/LT border crossing point. There are two alternatives in the Latvia and both comes to point, set by AECOM's feasibility study, which continues in Lithuania as alternative No.1.

c. Please note, that Detailed technical study for Latvia section, following the AECOM's feasibility study, assumes **cargo railways will run all day and night** (as well Estonian section Detailed technical study assumes for Estonia section). We would appreciate to synchronized railway operational timetable to use it in the noise level modelling, noise protection measures and appropriate railway infrastructure in following steps of EIA.

d. Please note that the technical solutions (profile) of border cross point of LT/LV are in the stage of the elaboration, including solutions for parallel roads in case of abetment of the potential accident in preborder areas. At the current stage of the Detailed study of the Latvia Rail Baltica section we foresee border crossing as railway bridge over the river Musu (Mūša); and that the accident abetment works will be taken using E57 and other roads.

Annex: Map showing EIA alternatives in Latvia and LT/LV border cross point (1 page)

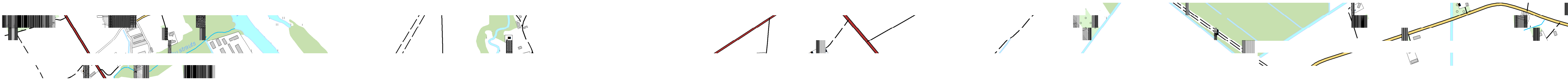
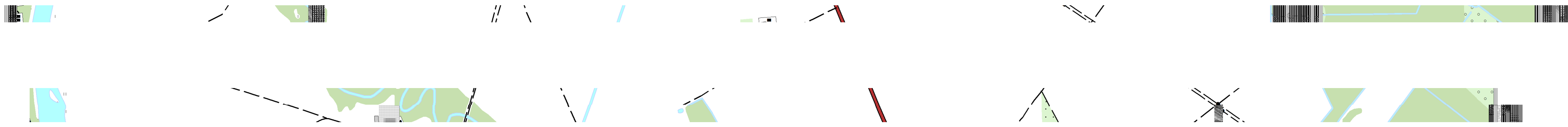
State secretary

/signature/

K.Ozolins /K.Ozoliņš/

D.Dolge /D.Doļģe/
67028030

L.Malzubre
67028276



Argumentuotas galinčios patirti neigiamą poveikį aplinkai Europos Sąjungos valstybės narės ir (ar) užsienio valstybės pasiūlymų įvertinimas dėl Europinio standarto geležinkelio linijos Kaunas – Lietuvos ir Latvijos valstybių siena poveikio aplinkai vertinimo programos

Eil. Nr.	Institucijos, teikusios išvadas, pavadinimas ir adresas	Išvados	Išvadų motyvuotas įvertinimas
1	2	3	4
1.	<p>Latvijos Respublikos valstybinis aplinkos biuras,</p> <p>Rūpniecības iela 23,</p> <p>Rīga, LV-1045</p> <p>2015-07-24 raštas</p> <p>Nr. 3-01/1434</p>	<p>1. Projekts yra sudėtinė plano sujungti šiaurė – pietūs transporto koridoriai Baltijos šalis su Lenkijos ir kitų ES šalių geležinkelių tinklu dalis. Projektas yra panašus poveikiu ir susijęs su panašiomis kitų šalių teritorijose vykdomomis veiklomis.</p> <p>2. Nors ir projekto PAV vykdomas kiekvienos šalies teritorijoje atskirai, tačiau Rail Baltika poveikis yra tarpvalstybinis. Todėl projektui taikoma Espoo konvencijos dėl poveikio aplinkai vertinimo tarpvalstybiniame kontekste ir 2011 m. gruodžio 13 d. Europos Parlamento ir Tarybos direktyvos 2011/92/ES dėl privačių projektų poveikio aplinkai vertinimo nuostatai.</p> <p>3. Kadangi PAV yra vykdomas kiekvienoje šalyje atskirai, siekiant užtikrinti, kad tarpvalstybinis poveikis yra vertinamas atsižvelgiant į tai, būtina įvertinti ne tik tai kiekvienoje šalyje atskiros geležinkelio atkarpos poveikį. Todėl kiekvienas atskiras vertinimas turi apimti poveikio vertinimą Rail Baltika geležinkelio linijos valstybių pasienio teritorijose ir tarpvalstybinį poveikio vertinimą:</p> <p>3.1. Nacionaliniai PAV reglamentuojantys teisės aktai ir jų reikalavimai turi būti taikomi ir</p>	<p>1. PAV ataskaita parengta atsižvelgiant į tai, kad Europinio standarto geležinkelio linijos Kaunas – Lietuvos ir Latvijos valstybių siena projektas (toliau – Projektas) yra sudėtinė plano sujungti šiaurė – pietūs transporto koridoriai Baltijos šalis su Lenkijos ir kitų ES šalių geležinkelių tinklu dalis. Taip pat, kad projektas yra panašus poveikiu ir susijęs su panašiomis kitų šalių teritorijose vykdomomis veiklomis.</p> <p>2. PAV ataskaita parengta laikantis Espoo konvencijos dėl poveikio aplinkai vertinimo tarpvalstybiniame kontekste ir 2011 m. gruodžio 13 d. Europos Parlamento ir Tarybos direktyvos 2011/92/ES dėl tam tikrų valstybės ir privačių projektų poveikio aplinkai vertinimo nuostatų.</p> <p>3. PAV ataskaita parengta taip pat atliekant poveikio vertinimą Rail Baltika geležinkelio linijos valstybių (Lietuvos Respublikos ir Latvijos Respublikos) pasienio teritorijose ir tarpvalstybinį poveikio vertinimą:</p> <p>3.1. Atliekant tarpvalstybinį vertinimą buvo taikomi Lietuvos Respublikoje PAV reglamentuojantys</p>

Eil. Nr.	Institucijos, teikusios išvadas, pavadinimas ir adresas	Išvados	Išvadų motyvuotas įvertinimas
1	2	3	4
		<p>tarpalstybinį poveikį patiriančios šalies teritorijoje. Turi būti atliktas tiesioginio, netiesioginio ir kitokio pobūdžio vertinimas. Taip pat turi būti atliktas poveikį patiriančių teritorijų vertinimas ir poveikių vertinimas atsižvelgiant į tai, kad statyba vienoje šalyje (įskaitant sienos kirtimo taško vietą) gali turėti poveikį geležinkelio trasos padėčiai kitoje šalyje (ir atvirkščiai).</p> <p>3.2. Būtina parengti apibendrintą Rail Baltika geležinkelio tarpvalstybinio poveikio vertinimą (prognozę), atsižvelgiant į Rail Baltika tarpvalstybinius tikslus ir planuojamus keleivių srautus.</p> <p>4. Siekiant gauti panašius PAV rezultatus ir duomenis, prašome Lietuvos Respublikos aplinkos ministerijos užtikrinti, kad PAV atliekamame Lietuvoje būtų taikomi tokie patys reikalavimai, kaip ir vykdomame PAV Latvijoje, kurie buvo papildyti pagal Lietuvos pasiūlymus teiktus 2015 m. gegužę.</p> <p>5. Informuojame, kad Gamtos apsaugos agentūra nurodė, kad Latvijos teritorijoje ties planuojamais sienos kirtimo taškais, pagal skirtingas alternatyvas, nėra saugomų teritorijų, tačiau yra saugomos buveinės (6450 Šiaurės borealinės aliuvinės pievos ir 6510 Žemųjų pievos) ties 2 alternatyvos sienos kirtimo tašku ir jo aplinkoje prie Kamardės.</p> <p>6. Toliau teikiami papildomi komentarai planuojamam atlikti PAV ir PAV programai:</p> <p>6.1. Būtina numatyti sprendinius, kurie užtikrintų planuojamos geležinkelio linijos alternatyvų</p>	<p>teisės aktai ir jų reikalavimai. Taip pat buvo atliktas tiesioginio, netiesioginio ir kitokio pobūdžio vertinimas. Vertinimas atliktas atsižvelgiant į tai, kad statyba Lietuvos Respublikoje (įskaitant sienos kirtimo taško vietą) gali turėti poveikį geležinkelio trasos padėčiai Latvijos Respublikos teritorijoje (ir atvirkščiai).</p> <p>3.2. PAV ataskaita parengta, atsižvelgiant į Rail Baltika tarpvalstybinius tikslus ir planuojamus keleivių srautus.</p> <p>4. PAV ataskaita parengta, atsižvelgiant į Latvijos Respublikoje parengta analogišką PAV ataskaitą.</p> <p>5. Rengiant PAV ataskaitą buvo įvertinta tai, kad Latvijos teritorijoje, pagal planuojamą alternatyvą Nr. 2 yra kertamos saugomos buveinės (6450 Šiaurės borealinės aliuvinės pievos ir 6510 Žemųjų pievos).</p> <p>6. Rengiant PAV ataskaitą taip pat atsižvelgta į:</p> <p>6.1. Būtinybę numatyti sprendinius, kurie užtikrintų</p>

Eil. Nr.	Institucijos, teikusios išvadą, pavadinimas ir adresas	Išvados	Išvadų motyvuotas įvertinimas
1	2	3	4
		<p>nurodytų Lietuvos Respublikos aplinkos ministerijos notifikacijoje jungtis su Latvijos Transporto ministerijos siūlomomis PAV procedūros metu identifikuotomis alternatyvomis.</p> <p>6.2. Būtina atlikti alternatyvų vertinimą poveikio aplinkai atžvilgiu, kuris apimtų mažiausiai šiuos aspektus: triukšmo ir vibracijos sklaidą, gamtos vertybes, kraštovaizdį, kultūros ir istorinius objektus, hidrologines sąlygas, įskaitant melioracijos sistemas, geologines ir hidrogeologines sąlygas, vykstančius geologinius procesus, žemės ūkį, miškus ir rizikas.</p> <p>6.3. Būtina atlikti alternatyvų palyginimą.</p>	<p>planuojamos geležinkelio linijos alternatyvų nurodytų Lietuvos Respublikos aplinkos ministerijos notifikacijoje jungtis su Latvijos Transporto ministerijos siūlomomis PAV procedūros metu identifikuotomis alternatyvomis.</p> <p>6.2. Būtinybę atlikti alternatyvų vertinimą poveikio aplinkai atžvilgiu, kuris apimtų mažiausiai šiuos aspektus: triukšmo ir vibracijos sklaidą, gamtos vertybes, kraštovaizdį, kultūros ir istorinius objektus, hidrologines sąlygas, įskaitant melioracijos sistemas, geologines ir hidrogeologines sąlygas, vykstančius geologinius procesus, žemės ūkį, miškus ir rizikas.</p> <p>6.3. Būtinybę atlikti alternatyvų palyginimą.</p>

PAV dokumentų rengėjas



Mantas Kaušylas

A reasoned likely to suffer negative effects on the environment of the European Union Member States and (or) a foreign assessment of the proposals for a European gauge railway line between Kaunas and the Lithuanian-Latvian border
Environmental Impact Assessment Program

Row No.	The name and address of the institution which submitted the proposals	Conclusion	Reasoned assessment of the conclusions
1	2	3	4
1.	<p>Environment State Bureau of the Republic of Latvia, Rūpniecības iela 23, Rīga, LV-1045</p> <p>July 24, 2015 No. 3-01/1434</p>	<p>1. The Project is just a part of the plan to develop a north-south transport corridor that would connect the Baltic countries with the railway network of Poland and other EU countries. The Project is related to the activities of a similar nature intended in the territories of other countries and with the impact caused thereof.</p> <p>2. EIA is being carried out separately for the construction of infrastructure in the respective Baltic countries, nevertheless, – the scale and nature of The Rail Baltica is transboundary. Requirements of the Espoo Convention on environmental impact assessment and the Directive 2011/92/EU of the European Parliament and of the Council <i>On the assessment of the effects of certain private projects on the environment</i> in a transboundary context apply.</p> <p>3. Since impact assessments are carried out separately, to ensure that the transboundary impacts are addressed and assessed accordingly, it is essential that not only impacts caused by separate parts of railway line in the countries of origin are taken into account. To some level these separate processes have to ensure that general assessment of the cross-country and transboundary impact of The Rail Baltica is taken into consideration.</p>	<p>1. EIA report has been prepared taking into account the fact that The Project is just a part of the plan to develop a north-south transport corridor that would connect the Baltic countries with the railway network of Poland and other EU countries and the fact that the Project is related to the activities of a similar nature intended in the territories of other countries and with the impact caused thereof as well.</p> <p>2. EIA report has been prepared according with requirements of the Espoo Convention on environmental impact assessment and the Directive 2011/92/EU of the European Parliament and of the Council <i>On the assessment of the effects of certain public and private projects on the environment</i> in a transboundary context applied.</p> <p>3. EIA report has been prepared to ensure that general assessment of the cross-country and transboundary impact of The Rail Baltica is taken into consideration:</p>

Row No.	The name and address of the institution which submitted the proposals	Conclusion	Reasoned assessment of the conclusions
1	2	3	4
		<p>Therefore:</p> <p>3.1. The requirements for EIA stipulated in the laws and regulations as well as those that are included in national EIA Programs shall also apply to information and assessment that has to be provided regarding the affected territory of another country. Assessment of the direct, indirect and other impacts shall be carried out. It shall also include assessment of the affected territories and assessment of impacts with regard to the fact that the construction site in the territory of one country (and therefore – crossing point) affects location of the railway line in the neighbouring country (and vice versa).</p> <p>3.2. It is necessary to prepare at least a general assessment/forecast on the potential cross-country and overall transboundary environmental impact of The Rail Baltica, taking into consideration both the transboundary nature and the objectives of The Rail Baltica, including changes in the traffic and passenger flow.</p> <p>4. We have included the before mentioned provisions in our national EIA Programme, that was issued for the construction of Rail Baltica infrastructure in the territory of Latvia (issued on May 2015). We kindly ask the Ministry of Environment of the Republic of Lithuania to ensure that such provisions are also applied to EIA of The Project, so that the results and findings are compatible and the requirements for transboundary assessment can be effectively met.</p>	<p>3.1. EIA report has been prepared according with Lithuanian laws and their requirements which regulates EIA process. Assessment of the direct, indirect and other impacts was carried out. Assessment of the affected territories and assessment of impacts with regard to the fact that the construction site in the territory of one country affects location of the railway line in the neighbouring country (and vice versa) was carried out as well.</p> <p>3.2. The EIA report has been prepared taking into consideration both the transboundary nature and the objectives of The Rail Baltica, including changes in the traffic and passenger flow.</p> <p>4. The EIA report has been prepared taking into consideration the provisions of Latvian EIA Programs.</p>

Row No.	The name and address of the institution which submitted the proposals	Conclusion	Reasoned assessment of the conclusions
1	2	3	4
		<p>5. We also draw your attention that there are no specially protected areas (of national or European value) in the territory of Latvia in the vicinity of defined alternatives No 1 and No 2 of The Project. Nevertheless, according to the information provided by Latvian Nature conservation Agency, protected habitats 6450 <i>Northern boreal alluvial meadows</i> and 6510 <i>Lowland hay meadows</i> are identified and registered in our national data base in the territory of possible crossing point Kamarde as well as in the vicinity of the possible crossing pint Kamarde.</p> <p>6. In addition, we give the following comments on the planned EIA and its scope:</p> <p>6.1. It is necessary to develop solutions that would ensure connections of the location alternatives of the railway line included in the notification of the Ministry of Environment of the Republic of Lithuania with the route location alternatives advised during the EIA procedure organized by the Ministry of Transport of the Republic of Latvia.</p> <p>6.2. It is necessary to assess the alternatives with regard to the actual environmental impact, that would include at least the following aspects: noise and vibration spread, natural values, landscape, cultural and historical objects, hydrologic conditions, including land reclamation systems, geological and hydrogeological conditions, contemporary geological processes, agricultural land, forests, risks, probability of accidents and distribution of pollution caused thereof.</p>	<p>5. The EIA report has been prepared taking into consideration that alternative No 2 crosses protected habitats 6450 <i>Northern boreal alluvial meadows</i> and 6510 <i>Lowland hay meadows</i> in the territory of Latvia.</p> <p>6. The EIA report has been prepared taking into consideration as well:</p> <p>6.1. The necessity to develop solutions that would ensure connections of the location alternatives of the railway line included in the notification of the Ministry of Environment of the Republic of Lithuania with the route location alternatives advised during the EIA procedure organized by the Ministry of Transport of the Republic of Latvia.</p> <p>6.2. The necessity to develop solutions to assess the alternatives with regard to the actual environmental impact, that would include at least the following aspects: noise and vibration spread, natural values, landscape, cultural and historical objects, hydrologic conditions, including land reclamation systems, geological and hydrogeological conditions, contemporary geological processes, agricultural land, forests, risks, probability of accidents and distribution of pollution caused thereof.</p>

Row No.	The name and address of the institution which submitted the proposals	Conclusion	Reasoned assessment of the conclusions
1	2	3	4
		6.3. A comparison of all offered alternatives must be provided.	6.3. The necessity to provide a comparison of all offered alternatives.

The author of the EIA documents



Mantas Kaušylas



AB „LIETUVOS GELEŽINKELIAI“

2015 -10- 22

GAUTA NR. 1-9542

LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA

Biudžetinė įstaiga, A. Jakšto g. 4/9, LT-01105 Vilnius,
tel. (8-5) 266 3661, faks. (8-5) 266 3663, el. p. info@am.lt, http://www.am.lt.
Duomenys kaupiami ir saugomi Juridinių asmenų registre, kodas 188602370

Susisiekimo ministerijai
AB „Lietuvos geležinkeliai“

2015-10-19

Nr. (14-1)-D8-7657

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Nr.

Kopija
AECOM Infrastructure&Environment UK
Limited filialui
Vytenio g. 9
LT-03113 Vilnius

DT, RB, PLD
2015-10-22

DĖL LATVIJOS RAŠTO DĖL EUROPINIO STANDARTO GELEŽINKELIO LINIJOS KAUNAS-LIETUVOS IR LATVIJOS VALSTYBIŲ SIENA TRASOS

Aplinkos ministerija pagal kompetenciją persiunčia gautą Latvijos Respublikos 2015-09-16 raštą Nr. 09-01/3638 dėl planuojamos Europinio standarto geležinkelio linijos Kaunas-Lietuvos ir Latvijos valstybių siena trasos.

PRIDEDAMA. Latvijos Respublikos 2015-09-16 rašto Nr. 09-01/3638 kopija, 6 lapai, ir kompaktinis diskas.

Aplinkos viceministrė

Daiva Matonienė

R. Griškevičienė, 8 706 63610, el. p. r.griskeviciene@am.lt



2215-09-22



Satiksmes ministrija

Ministry of Transport of the Republic of Latvia

LIETUVOS RESPUBLIKOS
APLIKIOS MINISTERIJA
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Nr. D43-649

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Rīga 16. 09. 2015 Nr. 09-01/8638

The Ministry of Environment
of the Republic of Lithuania

The Ministry of Transport and Communications
of the Republic of Lithuania

Subject: Summary of geotechnical and geophysical study works in border area of the Republic of Latvia and Republic of Lithuania

During currently ongoing Strategic Environmental Impact Assessment in Lithuania and Environmental Impact Assessment and national study on Rail Baltica alignment in Latvia parties have identified, that Lithuanian side evaluates several options, one of them set by AECOM and previously accepted by all parties for border crossing point.

In order to fix Rail Baltica border crossing point between Latvia and Lithuania, as set in AECOM study, parties agree to conduct geotechnical and geophysical study in the territory of Latvia and Lithuania with the aim to investigate presence of active karst processes in a region. Results of the additional geotechnical and geophysical study conducted in Lithuania and in Latvia showed no evidence of gypsum layers, which could form active karstic process.

Having regards to the abovementioned and recalling joint declaration signed by Republic of Finland, the Republic of Estonia, the Republic of Latvia, the Republic of Lithuania, the Republic of Poland and European Commissioner Ms Violeta Bulc during TEN-T days in Riga, where Lithuanian and Latvian authorities according to the applicable spatial planning procedures, agreed with jointly determined, border crossing point for the new Rail Baltica line, we propose to agree on the border crossing point set in AECOM study as soon as possible.

Annexes:

1. Report of geotechnical and geophysical study works in border area of the Republic of Latvia and Republic of Lithuania in Latvian copy on CD.

2. Summary of geotechnical and geophysical study works in border area of the Republic of Latvia and Republic of Lithuania in English on 4 pages.

Yours sincerely,

Acting State Secretary -
Deputy State Secretary



Džineta Innusa

L.Malzubre,
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Laila.Malzubre@sam.gov.lv



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

**Summary of geotechnical and geophysical
study works in border area of the Republic of
Latvia and Republic of Lithuania**

**Project „Detailed technical study and environmental
impact assessment of the Latvian section of the European
gauge railway line Rail Baltica”
*ID Nr. SAM 2012/12 TEN-T***

Customer

Ministry of Transport

VAT registr. No LV90000088687

Address: Gogoļa Str. 3 Riga Latvia, LV-1743

Contractor

General partnership “RB Latvia”

Address: Maskavas Str. 240 Riga Latvia, LV 1063

Phone +371 67524170, Fax: + 371 67524172

Authorized representative: Arnis Skrastiņš, arnis.skrastins@kb-l.lv

Riga, 11.08.2015

Geotechnical and geophysical study works of the gypsum karst process impact had been carried out in the border area of the Republic of Latvia and Republic of Lithuania near Rail Baltica border crossing point on basis of the recommendations of the work session of Latvia and Lithuania experts, which took place in Bauska town (Latvia) on April 15, 2015. Agreements, gained at the Meeting, stated that the different place of border crossing point has to be detected only in case of discovering the karst processes causing gypsum layers, either in Latvia or in Lithuania area.

Lithuanian side passed results of Lithuanian geotechnical and geophysical study to Latvian part on May 18, 2015. According to the study, carried out on Lithuania territory, potential karst areas were not discovered in the corridor of Rail Baltica route, which connects to the Latvia route.

In Latvia territory geotechnical and geophysical works of the Latvia section of the European gauge railway line Rail Baltica has been carried out for the section A8 of the alternative A between kilometre 187,5 and 189,5 and for the section B8 of the alternative B between kilometre 188,0 and 190,5 at area of the Bauska municipality's Brunava pagasts (see picture).

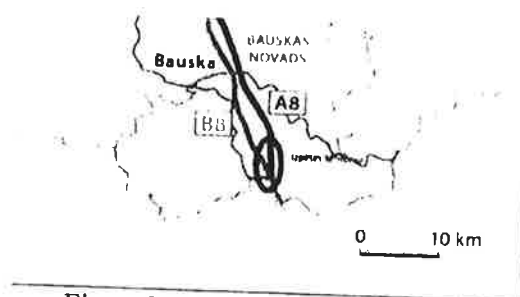


Figure No 1. Area of study works

Study was carried out by “Baltijas zemes resursi”, Ltd. and “Ģeo eko risinājumi”, Ltd., based on the signed contracts with GP “RB Latvija”. Geotechnical works were carried out from 19/06/2015 to 29/06/2015, geophysical study works – from 27/05/2015 to 06/06/2015.

The task of geotechnical and geophysical study was to specify geological structure of the territory of Latvia 2-3 km to North from Latvia/Lithuania border crossing point, paying particular attention to formation process of the karst funnels. The study has been launched due to experts of Lithuania side, which expressed opinion that crossing point and route in the preborder zone lies in the karst spreading zone within the Birzi district. The geological research works on the Lithuanian side, done by Lithuanian geologists, showed no evidence of modern active karstic formation process, similarly to the Latvian side study results.

Before geotechnical and geophysical study's works, according to the information of State Geological Fund of the State Limited Liability Company "Latvian Environment, Geology and Meteorology Centre" (geological mapping in the scale of 1: 200 000, ameliorative geological mapping in the scale of 1: 50 000, water supply bores) geological structure of the study field in Latvia side is as follows:

- At the mutually agreed depth of the study 30-40 m sedimentary blanket consists of the combined Upperdevonians Katleshi and Ogre (in Lithuania – Pamusha) entourage rocks.

- Under the Upperdevonians Katleshi and Ogre in depth of 50-60 m embeds Daugava entourage dolomites, and only deeper – Salaspils entourage deposits with gypsum interlayers.
- Katleshi and Ogre entourage dolomites on the ground surface is covered by Quaternary period Glacial moraine loam and sandy loam with very rare interlayers of the miscellaneous grains sand.
- Total thickness of the Quaternary deposits is 12-22 m.

Ameliorative geological mapping materials show separate inactive sinkholes in the surrounding of the Rail Baltica route corridor.

From three Katleshi and Ogre containing combined layer's sets two sets has to be stressed in light of the study – lower and middle of total thickness 35 m (drill Nr.13363). The lower 7-10 m thick layer consists of dark gray in places maroon loamy dolomitic marlstones and clay with weak cemented red grainy sandstone and aleirolites interlayers. Middle interlayer thickness could reach 15-24 m. Cross-section consists of the fine-grained weak cemented sandstone which varies with dolomitic marlstones, clay and aleirolites.

Nowdays active sinkholes forming process takes place in the localities where under Quaternary deposits embed Salaspils entourage rocks with gypsum interlayers. Places like this are Skaistkalne (in Latvia), Birzhi and Pasvale (in Lithuania). In the Rail Baltica research field Salaspils entourage gypsum rocks embed in the depth of the 60 m and deeper, they are covered by 10 m thick Daugava entourage dolomits and dolomitic marlstones, and then covered by Upperdevonians Katleshi and Ogre entourage and Quaternary period clayey silt of total thickness almost 50 m and which is known as poor permeability layers.



Figure No 2. Locality of the geotechnical and geophysical works in Latvia

During the field works there were made three 30 meters deep bores. In total 16 samples with the undisturbed soil structure were taken from the drill core. Testing of the soil samples has

Project „Detailed technical study and environmental impact assessment of the Latvian section of the European gauge railway line Rail Baltica” (ID Nr. SAM 2012/12 TEN-T)

been made by the certified soil testing laboratory Latvian Geotechnical Laboratory “Gruntseksperts”, Ltd. Soil granulometric composition has been analysed in the laboratory. Soil granulometric composition has been detected according to Standard LVS CEN ISO/TS 17892 – 4:2005, using a hydrometer and sieve method.

Three water samples – two ground water samples and one artesian sample – were taken and tested in to the certified laboratory “AND Resources”, Ltd. for conducting chemical analyzes.

Geophysical research – radiolocation sounding has been carried out, using geo radar “Zond-12e” (Nr.168). Obtained data has been processed by appropriate application “Prizm 2.60”. Total length of the prepared profiles is 4 km.

According to the results of geotechnical study, Quaternary sediments have been represented by Latvian entourage limnoglacial sediments – dusty clay, clay, dusty to fine-grained sand and glacial sediments – sandy dusty clay (moraine) with admixture gravel grains and pebbles. The total thickness of the Quaternary sediments is from 14,2 m (U2) to 16,6 m (U3). Thickness of the limnoglacial sediments is from 10,2 m (U2) to 13,1 m (U3), thickness of the glacial sediments is from 3,2 m (U3) to 3,7 m (U2).

According to radiolocation sounding data thickness of the Quaternary sediments is 15-17 m at Rail Baltica route of the alternative A from kilometer 187,5 to 189,5, and 12-22 m at route of the alternative B from kilometer 188,0 to 190,5. It is fully consistent with the results gained from drills.

Antequaternary sediments consists of the Upperdevonians Katleshi entourage - clayey rocks, aleirolites, sandstone layer alternation with rare interlayers of the dolomite. The total thickness of the antequaternary sediments is from 13,4 m (U3) to 15,8 m (U2). It is important to note, that it's lower limit (boundary) has not been reached.

Level of the ground water during the field works has to be recorded at the mark 4,0 m (U2) to 9,1 m (U3) from ground level. Due to seasonal factors (flood, prolonged rainfall or prolonged drought) level of the ground water could change within the range from 0,5 m to 1,0 m. Groundwater aggressiveness, according to LVS EN 206-1: 2001, is weak aggressive (level XA1), aggressiveness of underground artesian sample against the concrete and metal constructions was not recorded.

Drill U1 has been bored in the locality where according to orthophoto map and field observations could be inactive sinkhole. Boring works disapproved this assumption.

During the geotechnical study no sediments containing gypsum layer of Daugava entourage, nor Salaspils entourage were recognized in the depth of 30 m. As well, geophysical research – radiolocation sounding profiles showed no signals responding to karst or suffosion processes. It has to be noted, that study field geological structure is not appropriate for development of karst processes because Daugava entourage and Salaspils entourage is covered by thick poor permeability layers of Katleshi and Ogre entourage and Quaternary period clay and clayey rock layer.

Geological structure in the Latvia and Lithuania preborder area in Rail Baltica route is quite identical, and does not testify on modern active karstic formation process, which would affect building process.



2015-12-15

AB „LIETUVOS GELEŽINKELIAI“

1-11307

LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA

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Duomenys kaupiami ir saugomi Juridinių asmenų registre, kodas 188602370

Susisiekimo ministerijai
Užsienio reikalų ministerijai
AB „Lietuvos geležinkeliai“
Lietuvos automobilių kelių direkcijai
Valstybinei saugomų teritorijų tarnybai
Aplinkos apsaugos agentūrai
Lietuvos geologijos tarnybai
AECOM Infrastructure & Environment UK
Limited branch

2015-12-14

Nr. (10-3)-D8-9351

LT, ŽH, RB
115

DĖL EUROPINIO STANDARTO GELEŽINKELIO LINIJOS RAIL BALTICA 2 LATVIJOJE PROJEKTO POVEIKIO APLINKAI VERTINIMO

2015 m. vasarį Latvijos Respublikos valstybinis aplinkos apsaugos biuras, vadovaudamasis Europos Parlamento ir Tarybos direktyvos 2011/92/ES dėl tam tikrų valstybės ir privačių projektų poveikio aplinkai vertinimo 7 straipsniu ir JT Konvencijos dėl poveikio aplinkai vertinimo tarpvalstybiniame kontekste (toliau – Espo konvencija) 3 straipsniu, informavo Aplinkos ministeriją apie Latvijoje pradedamą Europinio standarto geležinkelio linijos Rail Baltica 2 projekto (toliau – projekto Latvijos atkarpa) poveikio aplinkai vertinimo (toliau – PAV) procesą. Aplinkos ministerija, pasikonsultavusi su suinteresuotomis institucijomis, 2015 m. kovo 9 d. informavo Latviją, kad Lietuva dalyvaus projekto Latvijos atkarpos tarpvalstybinio PAV procese, nes planuojama ūkinė veikla gali turėti reikšmingą neigiamą poveikį požeminiam vandeniui ir gruntui pasienio teritorijoje.

2015 m. lapkričio 26 d. Latvijos Respublikos valstybinis aplinkos apsaugos biuras informavo Aplinkos ministeriją apie parengtą projekto Latvijos atkarpos PAV ataskaitą, nurodydamas interneto adresą, kur ji paskelbta ir pateikė PAV ataskaitos santrauką lietuvių kalba. Visa informacija paskelbta Aplinkos ministerijos interneto svetainės rubrikoje *Poveikio aplinkai vertinimas/Esama būklė/Informacija apie tarpvalstybinį PAV* adresu <http://www.am.lt/VI/index.php#r/1138>

Prašome išnagrinėti šiuos dokumentus ir iki 2015 m. sausio 7 d. pateikti pastabas ar komentarus dėl planuojamos ūkinės veiklos poveikio aplinkai vertinimo.

Informuojame, kad susitarus su AECOM Infrastructure & Environment UK Limited branch planuojamo Europinio standarto geležinkelio linijos nuo Kauno iki Lietuvos–Latvijos sienos (toliau – projekto Lietuvos atkarpa) PAV dokumentų rengėju, viešas supažindinimas su projekto Latvijos atkarpos PAV ataskaita vyks kartu su Lietuvos atkarpos PAV ataskaitos viešu supažindinimu. Planuojama, kad bendras supažindinimas vyktų sausio 9 d. Panevėžio r. savivaldybėje. Kviečiame jame dalyvauti. Tikslī informacija bus paskelbta Aplinkos ministerijos interneto svetainėje artimiausiu metu.

Aplinkos viceministras

Algirdas Genevičius

M. Masaitytė, 8 706 63654, el. p. mogle.masaityte@am.lt



Lietuvos Respublikos susisiekimo
ministerija

2016-01-04 Nr. VLN-LG-RB-16SP97

AB „Lietuvos geležinkeliai“ Rail Baltica
projekto direkcija

Kopija

Lietuvos Respublikos aplinkos ministerija

Projektas: Europinio standarto geležinkelio linijos Kaunas-Lietuvos ir Latvijos valstybių siena specialiojo plano rengimo ir poveikio aplinkai vertinimo atlikimas. Sutartis Nr. SP-402, 2014-11-27.

DĖL LATVIJOS RESPUBLIKOS PARENGTOS „EUROPINIO STANDARTO VIEŠOJO NAUDOJIMO GELEŽINKELIO LINIJOS RAILBALTICA INFRASTRUKTŪROS STATYBA“ POVEIKIO APLINKAI VERTINIMO ATASKAITOS

Susipažinę su Latvijos Respublikos parengta „Europinio standarto viešojo naudojimo geležinkelio linijos Rail Baltica infrastruktūros statyba“ poveikio aplinkai vertinimo ataskaita (toliau PAV ataskaita) teikiame pasiūlymus:

- 1) PAV ataskaitos 6 psl. minima, kad keleivinių traukinių greitis sieks 240 km/val., pažymime, kad vadovaujantis 2014 m. lapkričio 18 d. atnaujinto Komisijos reglamento (ES) Nr. 1299/2014 dėl Europos Sąjungos geležinkelių sistemos infrastruktūros posisteminio techninių sąveikų specifikacijų nuostatomis Keleivinių traukinių greitis yra 200-250 km/val., t.y. iki 250 km/val.;
- 2) PAV ataskaitos 8 psl. nurodyta, kad poveikis aplinkai vertinamas 300 m koridoriuje, prašome patikrinti ar triukšmo sklaida įvertinta tik 150 m atstumu nuo geležinkelio linijos;
- 3) Prašome papildyti PAV ataskaitą, kad atsižvelgiant į karstinius reiškinius Lietuvos ir Latvijos valstybių pasienio teritorijose, techninio projekto rengimo metu būtina atlikti papildomus išsamius geologinius tyrimus;
- 4) Susipažinimui su galimu tarpvalstybiniu poveikiu, t.y. poveikiu Lietuvos Respublikos teritorijai būtų būtina pateikti prognozuojamo traukinių eismo intensyvumo rodiklius (sudėtis, eismo intensyvumas skirtingais paros laikotarpiais), triukšmo sklaidos, automobilių kelių pertvarkymo, paviršinio vandens tvarkymo, potvynių rizikos valdymo, gyvūnų praginių ir žaliųjų tiltų išdėstymo bei visus kt. parengtus planus (schemas);
- 5) Prašome patikslinti PAV ataskaitos 4 lentelę „Rail Baltica Latvijos atkarpos poveikis tarpvalstybiniame kontekste“ (48 psl.), nurodant neigiamo poveikio mažinimo priemones ir konkrečias jų taikymo vietas;
- 6) Siekiant susipažinti su galimu neigiamu poveikiu kraštovaizdžiui, biologinei įvairovei, augalijai ir gyvūnijai, prašome pateikti tilto per Mūšos upę preliminarinius sprendinius.

Plėtos vadovas



Mantas Kaušylas

ORIGINALAS NEBUS SIUNČIAMAS



LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA

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AB „Lietuvos geležinkeliai“

2016-10-03

Nr. (10-3)-D8-7435

I

Nr.

AECOM Infrastructure&Environment UK

**DĖL EUROPOS STANDARTINIO GELEŽINKELIO LINIJOS RAIL BALTICA 2
PROJEKTO LATVIJOJE**

Vadovaudamasi JT konvencija dėl poveikio aplinkai vertinimo tarpvalstybiniame kontekste (Espo konvencija), Lietuva dalyvavo Latvijoje įgyvendinamo Europos standartinio geležinkelio linijos Rail Baltica 2 projekto tarpvalstybinio poveikio aplinkai vertinimo procese. Informuojame, kad Latvijos valstybinis aplinkos apsaugos biuras 2016 m. rugsėjo 13 d. raštu Nr. 3-01/1126 raštu informavo apie minėto projekto poveikio aplinkai vertinimo procedūrų pabaigą ir pateikė baigiamąjį sprendimą, leidžiantį toliau vystyti minėtą projektą.

PRIDEDAMA. Latvijos valstybinio aplinkos apsaugos biuro 2016-09-13 rašto Nr. 3-01/1126 kopija anglų k., 16 lapų.

Aplinkos viceministras

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Vides pārraudzības valsts birojs

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Rīga

September 13, 2015 No 3-01/1126

Mr. Ado Lohmus
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15172 Tallinn
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Mr. Vitalijus Auglys
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Ms. Katarzyna Twardowska
Ms. Paulina Filipiak
General Directorate for Environmental Protection
Wawelska 52/54
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POLAND

Information about the final decision of the proposed activity in accordance with Article 6 of the UN Convention on Environmental Impact Assessment in a Transboundary Context (Espoo Convention)

In a letter dated on February 5, 2015 (No 3-02/203) Latvia notified Estonia, Lithuania and Poland about the initiation of environmental impact assessment procedure (hereinafter EIA) of the development project "*Construction of European gauge public railway line "Rail Baltica" infrastructure*" (hereinafter The Project). Estonia and Lithuania confirmed their participation and took part in the transboundary procedure and Poland asked for information about the state of play of EIA and final decision.

In case of long distance railway infrastructure projects included in Trans-European Transport Network (TEN-T) the final decision in Latvia is taken by the Cabinet of Ministers. The final decision was taken by the Cabinet of Ministers of the Republic of Latvia on August 24, 2016. It consists of two parts – the protocol (minutes) of the meeting of the Cabinet of Ministers held on August 9, 2016 (minutes of the meeting No 39, paragraphs 35 and 36) and the Order No 467 of the Cabinet of Ministers "*On acceptance of the intended activity for construction of the European standard gauge public railway infrastructure line Rail Baltica*" that was issued on August 24, 2016 and published in the official journal of the Republic of Latvia on August 25, 2016.

Article 6 of the UN Convention *On Environmental Impact Assessment in a Transboundary Context* requires that the party of origin shall provide to the affected party the final decision on the proposed activity along with the reasons and considerations on which it was based.

As EIA has reached the final stage, we are hereby sending you the final decision.

Attachments:

1. *Minutes No 39 of the meeting of the Cabinet of Ministers held on August 9, 2016 (paragraphs 35 and 36) – 2 pages.*
2. *Order No 467 of the Cabinet of Ministers „On acceptance of the intended activity for construction of the European standard gauge public railway infrastructure line Rail Baltica” (August 24, 2016) – 11 pages.*

Yours sincerely



Arnolds Lukševics

Director of Environment State Bureau of the Republic of Latvia

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Minutes No. 39

**MINUTES OF THE MEETING OF
THE CABINET OF MINISTERS OF THE REPUBLIC OF LATVIA**

In Riga

No. 39

9 August 2016

Chairman of the Meeting
Prime Minister

– M. Kučinskis

Participants with voting rights:
Deputy Prime Minister, Minister for Economics
Minister for Finance
Minister for Interior
Minister for Education and Science
Minister for Welfare
Minister for Transport
Minister for Justice
Minister for Health

– A. Ašeradens
– D. Reizniece-Ozola
– R. Kozlovskis
– K. Šadurskis
– J. Reirs
– U. Augulis
– Dz. Rasnačs
– A. Čakša

Participants with advisory rights:
Prosecutor General
Representative from the State Audit Office
Deputy Director of the State Chancellery for Legal
Affairs, Head of the Legal Department
Deputy Director of the State Chancellery for Public
Administration and Communication, Head of the
Public Administration Policy Department

– Ē. Kalnmeiers
– V. Stūris
– I. Gailīte
– I. Aile

Minutes taken by
Deputy Head of the Document Management
Department, Head of Administration of Meetings of
the Cabinet of Ministers

– L. Milenberga

The Meeting commences at 12 noon.

Draft Order "On acceptance of the intended activity for construction of the European standard gauge public railway infrastructure line *Rail Baltica*"

TA-1647

(U. Augulis, N. Balgailis, D. Straubergs, V. Ieviņa, Dz. Rasnačs, D. Merirands, R. Muciņš, M. Kučinskis)

1. To accept the submitted draft Order.
To assign the State Chancellery to prepare the draft Order for signing.
2. To assign the Ministry of Transport to prepare and according to the established procedure to submit for consideration a draft Order to the Cabinet of Ministers by 31 December 2016 regarding an amendment to Order No. 698 of the Cabinet of Ministers "On closure of the railway section Skulte–Aloja–regional border" of 23 September 2004, and a draft Order regarding an amendment to Order No. 699 of the Cabinet of Ministers "On closure of the railway section Aloja–Ipiķi–state border" of 23 September 2004, deleting the condition that the land plot in the railway section zone may not be subject to privatization until passing a decision on the prospective railway line *Rail Baltica*.
3. To assign the Ministry of Environmental Protection and Regional Development together with the Ministry of Transport and also the local government of Salacgrīva County to consult by 1 November 2016 with the Directorate-General for Environment of the European Commission regarding implementation of section C5 while performing construction of the European standard gauge public railway infrastructure *Rail Baltica*.

Draft Order "On establishment of the status of the object of national interests for the European standard gauge public railway infrastructure *Rail Baltica*"

TA-1646

(U. Augulis, M. Kučinskis)

- To accept the submitted draft Order.
- To assign the State Chancellery to prepare the draft Order for signing.

LATVIJAS VĒSTNESIS

/coat of arms/

OFFICIAL JOURNAL OF THE REPUBLIC OF LATVIA

OP 2016/164.12

Order No. 467 of the Cabinet of Ministers

In Riga, 24 August 2016 (Minutes No. 39, 35§)

On acceptance of the intended activity for construction of the European standard gauge public railway infrastructure line *Rail Baltica*

1. The Cabinet of Ministers (address: Brīvības bulvāris 36, Riga, LV-1520) has considered an application of the Ministry of Transport (address: Gogoļa iela 3, Riga, LV-1743) for acceptance of the intended activity for construction of the European standard gauge public railway infrastructure line *Rail Baltica* and the enclosed documents thereto.

2. The application contains a request to the Cabinet of Ministers to make a decision according to Section 22.1 of the Railway Law regarding the intended activity for construction of the European standard gauge public railway infrastructure line *Rail Baltica*, and to determine location of the intended activity (disposition of the railway route) in the territory of Latvia along the following sections – Estonian border, A1, B2-1, B2-2, B2-3, B2-4, C4, A3-2, C1, B3-2, A4-1, A4-2, A4-3, A5-0, A5-1, A5-2, A5-3, A5-4, A5-5, A5-6, A5-7, A5-8, A5-9, C3, A5-11, A5-12, A6-1, A6-2, A7, A8 and Lithuanian border (according to the Appendix to this Order).

3. Having considered the application and the enclosed documents thereto, the Cabinet of Ministers has established the following:

3.1. based on Decision No. 487 of the Environment State Bureau (hereinafter referred to as the "Bureau") of 29 October 2014, the Programme for Environmental Impact Assessment of 11 May 2015 for construction of the European standard gauge public railway infrastructure line *Rail Baltica* (hereinafter referred to as the "programme") and Decision No. 3-01/1839 of 30 October 2015 regarding amendments to the Programme, an environmental impact assessment has been performed for the intended activity – construction of the European standard gauge public railway infrastructure line *Rail Baltica* (hereinafter referred to as the "intended activity");

3.2. Section 1, Paragraph 4 of the Law "On Environmental Impact Assessment" stipulates that an initiator is a private person, derived public person, and direct or intermediate administrative institution, which is prepared to perform an intended activity and has submitted an application to a competent authority regarding performance of the relevant activity;

3.3. an initiator of the intended activity is the Ministry of Transport, address: Gogoļa iela 3, Riga, LV-1743;

3.4. environmental impact assessment of the intended activity has been performed according to the agreement "Detailed technical study and environmental impact assessment of the Latvian section of the European standard gauge railway line *Rail Baltica*" signed between the Ministry of Transport and the general partnership *RB Latvija*;

3.5. developer of the environmental impact assessment statement (hereinafter referred to as the "statement") of the intended activity is the general partnership *RB Latvija* (hereinafter referred to as the "developer");

3.6. according to Section 22.¹ of the Railway Law, if an environmental impact assessment statement has been prepared in compliance with the law "On Environmental Impact Assessment" and an opinion of the competent authority has been received with regard to establishment of a public railway infrastructure object or making substantial changes thereto, and such object has been included in the trans-European transport network (TEN-T) and its list of priority projects, a decision on accepting the intended activity shall be taken by the Cabinet of Ministers based on assessment of opinions of the respective local governments;

3.7. environmental impact assessment of the railway line *Rail Baltica* has been performed according to the procedure stipulated in the law "On Environmental Impact Assessment", Cabinet Regulation No. 83 "Procedure for Assessment of Environmental Impact for the Intended Activity" of 25 January 2011 (became null and void on 22 January 2015) and Cabinet Regulation No. 18 "Procedure for Assessment of Environmental Impact of the Intended Activity and Accepting the Intended Activity" of 13 January 2015;

3.8. the *Rail Baltica* project envisages construction of the Latvian section of a new European standard gauge (1435 mm) public railway infrastructure line in order to integrate the Baltic States in the European railway network and ensure technical compatibility of the railway network with the railway network of Poland and other EU countries. *Rail Baltica* railway line is included in the core trans-European transport network (TEN-T) and in the Baltic-Adriatic core network corridor. The *Rail Baltica* railway line is intended for passenger and freight transportation;

3.9. implementation of the *Rail Baltica* project is important for reaching strategic goals of Latvia and Europe because it will enable integration of the Baltic transport infrastructure system in the EU's transport network. Its significance in the development of the transport infrastructure is described in the laws and regulations of the European Union, the national policy planning documents and development plans:

3.9.1. priority projects of common interest are listed in Regulation (EU) No 1315/2013 of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU¹, and in Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulation (EC) No 680/2007 and Regulation (EC) No 67/2010². The list of priority projects of the trans-European transport network (TEN-T) includes connection Tallinn-Riga-Kaunas-Warsaw (*Rail Baltica*) thus ensuring accessibility of all Union regions and emphasizing the significance of efficient use of the public railway infrastructure in ensuring sustainability of transport;

3.2.9. the Sustainable Development Strategy of Latvia until 2013 (approved by the Saeima on 10 June 2010) defines the necessity to develop environmentally friendly types of transport – railway and sea transport (Paragraph 285) while improving the mobility between the states of the Baltic Sea Region. Development of the international railway route *Rail Baltica* project will promote integration of Latvia in the common European railway system and ensure a possibility to use the railway transport as an equivalent alternative to air transport;

3.9.3. Measure 10 of Goal 2 of the National Development Plan of Latvia for 2014–2020 (approved by the Saeima on 20 December 2012) envisages development of the technical documentation of the Latvian section of the railway line *Rail Baltica* and commencement of the construction through integration in the common *Rail Baltica* project (ensuring requirements of the TEN-T network);

3.9.4. Activity 1.2.2.1 of Measure 1.2.2 "Development of the railway network infrastructure within the TEN-T network" of the Transport Development Guidelines for 2014–2020 (approved by the Cabinet of Ministers on 23 December 2013 by Order No. 683) envisages design of the railway line *Rail Baltica*, expropriation of land and commencement of construction by 2024;

3.10. the intended activity covered by the environmental impact assessment includes construction of the railway line infrastructure in the territory of Latvia from the Estonian border up to the Lithuanian border, including also Riga Central Train Station and Riga International

Airport, construction of the related infrastructures (railway stations, freight terminal, service infrastructure), construction of the power supply of the railway infrastructure (a new 110 kV power transmission line in the section Salacgrīva-Skulte) and reconstruction of other infrastructures at crossings (e.g. roads, gas mains);

3.11. the intended activity provides for two core alternatives A and B (from the Estonian and Latvian border through Salacgrīva, Limbaži, Sēja, Inčukalns, Ropaži, Garkalne, Stopiņi, Salaspils Counties, Riga City, Mārupe, Olaine, Ķekava, Baldone, Iecava and Bauska Counties up to the Latvian and Lithuanian border), as well as alternative sections (alternative C1 in Limbaži County and C2 alternative in Riga City);

3.12. during the study process some conflict situations were established in specific sections of the core alternatives due to the position of separate objects or their infringement, as well as unexpected or unknown circumstances. Taken into consideration the above mentioned, solutions were prepared for the sections affecting municipalities of Sēja, Inčukalns, Baldone and Bauska Counties and new alternatives for disposition of the *Rail Baltica* route in Salacgrīva, Limbaži and Mārupe Counties (C3, C4 and C5). Thanks to co-operation between the municipalities and residents, solutions for disposition of the route were developed which the involved municipalities supported;

3.13. the following alternatives have been analysed within the environmental impact assessment:

3.13.1. alternative A – from the Estonian and Latvian border through Salacgrīva, Limbaži, Sēja, Inčukalns, Ropaži, Garkalne, Stopiņi, Salaspils Counties, Riga City, Mārupe, Olaine, Ķekava, Baldone, Iecava and Bauska Counties up to the Latvian and Lithuanian border;

3.13.2. alternative B – sections in Salacgrīva, Limbaži, Sēja, Baldone, Iecava and Bauska Counties that differ from alternative A;

3.13.3. alternative C formed by separate sections in Salacgrīva, Limbaži and Mārupe Counties;

3.13.3.1. alternative C1 – a section in Limbaži County that differs from alternative A and B;

3.13.3.2. alternative C3 – a section in Mārupe County that differs from alternative A and B;

3.13.3.3. alternative C4 – a section in Salacgrīva County that differs from alternative A and B;

3.13.3.4. alternative C5 – a section in Salacgrīva and Limbaži Counties that differs from alternative A and B;

3.14. according to the description and graphical information given in the statement, the analysed alternatives have been divided into sections:

3.14.1. the length of section A1 of alternative A is 3 km. Section A1 of alternative A starts from the Estonian-Latvian border, crosses the River Blusupīte, further crosses northern part of Salacgrīva County and is mainly routed through wooded terrain. This section crosses the landscape protection zone of the North Vidzeme Biosphere Reserve. The railway infrastructure line *Rail Baltica* is designed to cross the motorway P15 Ainaži-Matiši;

3.14.2. the length of section A2 of alternative A is 34 km. Section A2 of alternative A crosses the territory of Salacgrīva and Limbaži Counties and is mainly routed through wooded terrain. Section A2 crosses motorways V145 Vecsalaca-Mērnīeki, P12 Limbaži-Salacgrīva, V143 Akmeņkalni-Lauvas-Ķekari, V138 Lāņi-Ķirbiži-Jelgavkrasti, the River Salaca, River Svētupe, River Unģenurga, River Vitrupe, River Lielurga, as well as the 110 kV power transmission line. It crosses the Salaca Valley Nature Park area, the regulated regime area of the Vitrupe Valley Nature Reserve, as well as the landscape protection zone of the North Vidzeme Biosphere Reserve;

3.14.3. the length of section B2 of alternative B is 35 km. Section B2 of alternative B crosses Salacgrīva County and moves closer towards Salacgrīva and Salacgrīva Port enabling

development of the crossing over the river Salaca in one transport corridor with the planned Salacgrīva bypass. It affects agricultural land and territories with scattered farmsteads more than alternative A, crossing forestland in the rest of the territory. Section B2 crosses motorways V144 Salacgrīva-Vecsalaca, P12 Limbaži-Salacgrīva, V138 Lāņi-Ķirbiži-Jelgavkrasti, the River Salaca, River Svētupe, River Ungenurga, River Vitrupe, River Lielurga, as well as the 110 kV power transmission line. It crosses the neutral area of Salaca Valley Nature Park area, moving along the Vitrupe Valley Nature Reserve, bordering on the restricted area of the Nature Reserve with a 300 m wide strip of the corridor, as well as crosses the landscape protection zone of the North Vidzeme Biosphere Reserve;

3.14.4. the section length of alternative C5 is 27 km. A section of alternative C5 crosses the territory of Salacgrīva Parish of Salacgrīva County and Viļķene Parish of Limbaži County. It does not affect the building zone around the motorway A1 Rīga (Baltezers) – Estonian border (Ainaži), bypasses Svētiems and continues across the forestland and crosses less roads. Alternative C5 crosses the area of the Vitrupe Valley Nature Reserve;

3.14.5. the length of section A3 of alternative A is 51 km. Section A3 of alternative A begins in Salacgrīva County, crosses Limbaži County and continues into Sēja County. This section moves away from the coastline and is routed along a more remote area, affecting comparatively less residential areas and agricultural land than section B3. It crosses motorways P11 Kocēni-Limbaži-Tūja, V137 Stūrīši-Jelgavkrasti-Limbaži, P53 Duči-Limbaži, V131 Bedriši-Stiene station-Vidriži, V128 Straupe-Lēdurga-Vidriži-Skulte, V39 Saulkrasti-Bīriņi, V88 Jaunzemnieki-Rītiņš, P6 Saulkrasti-Sēja-Ragana, the River Kurliupe, River Liepupe, River Aģe, Augštilts Ditch, Ķīšupi, River Ķidurga, River Pēterupe and River Puska. In Skulte Parish, starting from Stiene after the crossing with the existing 110 kV power transmission line, there is the beginning of alternative 1B of the third Estonian-Latvian power transmission network interconnection (from Sindi (Kilingi – Nomme) in Estonia up to Salaspils (or Rīga TEC-2) substations), which is planned to be constructed in a single corridor with the railway infrastructure line *Rail Baltica*. In Sēja County, section A3 bypasses the eastern part of *Natura 2000* territory, namely the Ādaži Protected Landscape Area, which is also the National Armed Forces polygon "Ādaži". This section crosses the neutral zone of the North Vidzeme Biosphere Reserve;

3.14.6. the length of section B3 of alternative B is 51 km. Section B3 of alternative B in Salacgrīva and Limbaži Counties from the River Kurliupe up to Skulte is routed parallel to the motorway E67/A1 Rīga (Baltezers)–Estonian border (Ainaži), crossing motorways P11 Kocēni-Limbaži-Tūja, P53 Duči-Limbaži, V138 Lāņi-Ķirbiži-Jelgavkrasti, V137 Stūrīši-Jelgavkrasti-Limbaži, V132 Priedulāji-Pakalni, P53 Duči-Limbaži, V133 access road to Skulte station, V128 Straupe-Lēdurga-Vidriži-Skulte, V78 Saulkrasti-Vidriži, V39 Saulkrasti-Bīriņi, V88 Jaunzemnieki-Rītiņš, P6 Saulkrasti-Sēja-Ragana, railway line Zemitāni-Skulte, and rivers Kurliupe, Zakupe, Liepupe, Mazupīte, Aģe, Ķīšupe, Pēterupe, Žagaturga and Puska. In Salacgrīva County, this section crosses relatively densely populated area of the motorway E67/A1 in Liepupe Parish, as well as crosses villages Jelgavkrasti, Liepupe and Mustkalni. Further it continues mainly through forest territories in Sēja County and approaches the specially protected nature territory – Dzelves-Kroņa Bog Restricted Nature Reserve. In Limbaži County, not far from Skulte after the crossing of section B3 with the existing 110 kV power transmission line, there is the beginning of alternative 1B of the third Estonian-Latvian power transmission network interconnection, which is planned to be constructed in a single corridor with the railway infrastructure line *Rail Baltica*. This section crosses the neutral zone of the North Vidzeme Biosphere Reserve. In Inčukalns County, section B3 crosses the gas main "Rīga-Inčukalns underground gas storage facility, line 2";

3.14.7. the section length of alternative C4 is 12 km. A section of alternative C4 crosses the territory of Liepupe Parish in Salacgrīva County and is routed across forestland, crossing less residential areas (near Dravnieki) than the northern part of section A3 in Melbārži, as well as has less affect on the existing transport infrastructure since it crosses only one motorway of this municipality. Section C4 crosses the neutral zone of the North Vidzeme Biosphere Reserve;

3.14.8. the section length of alternative C1 is 15 km. It directs alternative A closer to Skulte, further using alternative B. A section of alternative C1 crosses motorways V132 Priedulāji-Pakalni and V128 Straupe-Lēdurga-Vidriži-Skulte, the rivers Tora and Puska, as well as the 110 kV power transmission line. This section mainly crosses agricultural land by covering separate forest areas. Arrangement of section C1 in the distance of 4 km coincides with the former land separating lane of the railway line Riga-Rūjiena (via Limbaži);

3.14.9. the length of section A4 of alternative A is 41 km. Section A4 of alternative A starts in Sēja County, where alternative B merges with alternative A, and further crosses the territories of Inčukalns, Garkalne, Ropaži, Stopiņi, Salaspils and Ķekava Counties. This section includes residential areas and agricultural land, as well as crosses forestland. Section A4 crosses gas mains at the river Krievupe near Mucenieki and Saulkalne, the 110 kV and 330 kV power transmission lines, motorways A2 Riga-Sigulda-Estonian border (Veclaicene), V75 Ropaži-Griķukrogs, P3 Garkalne-Alaukstis, P4 Riga-Ērgļi, V52 access road to Cekule station, P5 Ulbroka-Ogre, A6 Riga-Daugavpils-Krāslava-Byelorussian border (Paternieki), P85 Rīgas HPP-Jaunjelgava, railway lines Riga-Valka, Riga-Ērgļi (not in operation anymore) and Riga-Krustpils, the River Gauja, River Daugava (Rīgas HPP reservoir), the rivers Straujupīte, Krievupe, Tumšupe, Lielā Jugla, Ķivulurga and Mazā Jugla. There are railway bridges planned across the River Gauja and the River Daugava (Riga HPP reservoir), taking into consideration the required free space and the maximum water level marks under the bridges. In this section the railway line *Rail Baltica* forms a single transport corridor with the planned section A4 Saulkalne-Bauska (Ārce) of the motorway E67 (the project "Construction of section A4 Saulkalne-Bauska (Ārce) of the motorway E67"), by crossing Riga HPP reservoir. It is planned to set up a railway infrastructure service point at the crossing of section A4 with the existing railway line Riga-Valka (southeastern part), the operation of which would be ensured by the planned connection to both, the railway line *Rail Baltica* and the existing railway line Riga-Valka. It is planned to set up the intermodal freight terminal at the crossing of section A4 with the existing railway line Riga-Krustpils (northeastern part) in Salaspils County, the operation of which would be ensured by the planned connection to both, the railway line *Rail Baltica* and the existing railway line Riga-Krustpils. The section A4 up to the former railway line Riga-Ērgļi is located in the single corridor with alternative 1B of the third Estonian-Latvian power transmission network interconnection;

3.14.10. the length of section A5 of alternative A is 71 km. Section A5 of alternative A (Riga section) begins at Upeslejas in Stopiņi County. After crossing the motorway A4 Riga bypass (Baltezers-Saulkalne) and the River Mazā Jugla, section A5 continues along the separating lane of the former railway line Riga-Ērgļi (on the northern side) next to the existing 1520 mm rail track, crossing the motorway P5 Ulbroka-Ogre moving along the northern side of the territory of the horticulture cooperative "Enerģētīķis" and northern side of the Riga 2nd power and heating plant (TEC-2). Up to TEC-2 the railway infrastructure line *Rail Baltica* is planned in a single corridor with alternative 1B of the third Estonian-Latvian power transmission network interconnection. The section between TEC-2 and Riga Preču-2 station crosses the existing railway line Riga-Saurieši and is planned to be constructed next to the existing 1520 mm rail track (on the southern side). Before Krustpils Street, the railway infrastructure line *Rail Baltica* is constructed on an overpass which crosses Krustpils Street, Šķirotava depot and rail tracks of the railway line Riga-Krustpils. Before the Southern Bridge (Dienvidu tilts), the railway line *Rail Baltica* is placed on the same level as the existing rail tracks and continues along the separating lane of the railway line Riga-Krustpils up to Riga Central Train Station. It is planned that the railway infrastructure line *Rail Baltica* will be located on the southern side of Riga Central Train Station. It is also planned to reconstruct the 1520 mm rail tracks in the section from the depot "Vagonu parks" up to Riga Central Train Station in order to free the required space for a branch line of the railway infrastructure line *Rail Baltica* into Riga Central Train Station. For the purposes of crossing the River Daugava it is planned to construct a new bridge which will be located next to the existing railway bridge on the upper course of the river Daugava. Further section A5 is routed along the separating lane of the railway line Riga Central Train Station-Tukums II, envisaging construction of a tunnel under the existing railway separating lane. The route will enter the tunnel under the existing 1520 mm rail tracks in Torņakalns and come out

on overground in the section between Liepājas Street and Ventspils Street. After coming out on overground and crossing the motorway A10 Rīga-Ventspils (K. Ulmaņa gatve), section A5 continues up to Rīga International Airport. Further it continues through the territory of Mārupe County by crossing the motorway P132 Rīga-Jaunmārupe, village "Vētras", the territory of the former fur-farm, moves towards the motorway A5 Rīga bypass (Salaspils-Babīte) and crossing motorways V13 Tīraine-Jaunolaine, A8 Rīga-Jelgava-Lithuanian border (Meitene), V7 Baloži-Plakanciems-Iecava and the railway line Rīga-Jelgava continues in a single transport corridor with the motorway A5 between Mārupe and Olaine Counties up to the border of Ķekava County. Then the section A5 moves along the northeastern part of Katrīnmuīža in Ķekava Parish and after crossing the motorway V6 Ķekava-Plakanciems joins the motorway A7 Rīga-Bauska-Lithuanian border (Grenctāle) in a single corridor up to the connection of section A5 to section A6 or B6. Disposition of section A5 in several sections has been reconciled with solutions of the planned motorway projects. Section A5 crosses the River Daugava, the rivers Bērzene, Dobupīte, Ķekava, Hapaka Ditch, Nerīna, Ķivulurga and Misa. In Ķekava County it crosses the floodplain territories of the River Ķekava, as well as the 110 kV and 330 kV power transmission line and the gas main. It is planned to construct a depot of the passenger railway rolling stock within the section A5 at TEC-2 to the north of the railway infrastructure line *Rail Baltica*. It is expected to locate the planned section A5 of the railway line *Rail Baltica* on the southern side of Rīga Central Train Station and to place rail tracks on an overpass by digging off the existing railway embankment, as well as to reconstruct and extend the Station;

3.14.11. the section length of alternative C3 is 11 km. A section of alternative C3 crosses the territory of Mārupe County without approaching the village "Vētras". The railway infrastructure is designed in a single corridor with the motorway A5 (Rīga bypass) from the junction of motorways A5 and P132;

3.14.12. the length of section A6 of alternative A is 25 km. Section A6 of alternative A begins in Ķekava County after crossing of the railway infrastructure line *Rail Baltica* with the motorway P85 Rīgas HPP-Jaunjelgava, and up to Baldone Town is mainly routed through forestland. It is located closer to Baldone and further from the nuclear waste repository "Radons" than section B6. Section A6 crosses the motorway P89 Ķekava-Skaistkalne, continues through agricultural land and the territory of individual houses, then through the forestland in Baldone County, crosses the River Misa and bypasses the summer house village "Sarma" along its eastern side, enters Iecavas County through forestland up to the railway line Jelgava-Krustpils. Section A6 crosses motorways P89 Ķekava-Skaistkalne, V1010 Stūri-Ziemeļi, V9 Iecava-Baldone-Daugmale, the railway line Jelgava-Krustpils, the rivers Ēturga, Bērzene, Meitupe, Ķekaviņa, Mīlupīte, Misa, as well as the 110 kV power transmission line and the gas main.

3.14.13. the length of section B6 of alternative B is 26 km. Section B6 of alternative B begins in Ķekava County after crossing of the railway infrastructure line *Rail Baltica* with the motorway P85 Rīgas HPP-Jaunjelgava, and up to Baldone Town is routed through the territory required for the development of transport infrastructure of national importance envisaged in the territorial planning of Baldone County. This section covers more agricultural land than section A6 and is located closer to the nuclear waste repository "Radons" than section A6. Section B6 crosses motorways P89 Ķekava-Skaistkalne, V1010 Stūri-Ziemeļi, V9 Iecava-Baldone-Daugmale, P92 Iecava-Stelpe, the railway line Jelgava-Krustpils, the rivers Ēturga, Bērzene, Sūnupe, Ķekaviņa, Misa, as well as the 110 kV power transmission line and the gas main. In this section the railway line *Rail Baltica* forms a single transport corridor with the section of the motorway E67 taking into consideration the project "Construction of section A4 Saulkalne-Bauska (Ārce) of the motorway E67";

3.14.14. the length of section A7 of alternative A is 10 km. Section A7 of alternative A crosses Iecava County. In the territory of Iecava County it is mainly routed through underpopulated agricultural land by covering also forestland. Section A7 crosses Zoskalns (Speķa) Bog and Suņu Bog, motorways P92 Iecava-Stelpe, V1047 Iecava-Lambārte, V1040 access road to Iecava Old People's Home and the rivers Vērgupe and Iecava. In this section the railway line *Rail Baltica* forms a single transport corridor with the section of the motorway E67

taking into consideration the project "Construction of section A4 Saulkalne-Bauska (Ārce) of the motorway E67";

3.14.15. section A8 of alternative A is 27 km. Section A8 of alternative A crosses Bauska County and moves up to the Latvian-Lithuanian border through the territories with less productive agricultural land and wet forests in the watershed of the rivers Mūsa and Mēmele as far as possible from the motorway A7/E67 Riga-Bauska-Lithuanian border (Grenctāle) which is a comparatively densely populated area. Section A8 crosses motorways V1018 Vecsaule-Rudzi-Code, P88 Bauska-Linde, P87 Bauska-Aizkraukle, V1022 Bauska-Brunava-Panēmune, V1042 Ceraukste-Skultēni, V1021 Grenctāle-Tilti-Tunkūni, A7 Riga-Bauska-Lithuanian border (Grenctāle), the rivers Mēmele, Stabulīte, Ceraukste, Mūsa, as well as the 110 kV power transmission line. In this section the railway line *Rail Baltica* forms a single transport corridor with the section of the motorway E67 taking into consideration the project "Construction of section A4 Saulkalne-Bauska (Ārce) of the motorway E67";

3.14.16. the length of section B8 of alternative B is 27 km. Section B8 of alternative B crosses Bauska County through the territory required for the development of infrastructure of national importance envisaged in the territorial planning of Bauska County and moves up to the Latvian-Lithuanian border. Section B8 from Ārce in Ceraukste Parish is located in a single transport corridor with the motorway A7/E67 Riga-Bauska-Lithuanian border (Grenctāle), crossing comparatively densely populated neighbourhood of the motorway. Section B8 crosses motorways V1018 Vecsaule-Rudzi-Code, P88 Bauska-Linde, P87 Bauska-Aizkraukle, V1022 Bauska-Brunava-Panemunē, A7 Riga-Bauska-Lithuanian border (Grenctāle), the rivers Dole, Mēmele, Stabulīte, Ceraukste, Mūsa, as well as the 110 kV power transmission line and the gas main Riga-Panevėžys;

3.15. while developing the *Rail Baltica* project alternatives during the environmental impact assessment process, both the consultations with each individual municipality have been carried out by evaluating the situation of the particular municipality, and joint meetings of work groups of all affected municipalities have been organized in the Ministry of Transport;

3.16. the initial public discussion of the intended activity was held from 13 February 2015 to 15 March 2015. Public discussion meetings were organized in the municipalities of all Counties crossed by the *Rail Baltica* route. The initial public discussion of additional alternatives was held from 4 September 2015 to 24 September 2015;

3.17. after evaluating the core alternatives A and B proposed for the intended activity specified in Clause 3.11 of this Order and solutions (which have been prepared in co-operation with the municipalities and groups representing the residents' interests) listed in Clause 3.12 of this Order, as well as additional alternatives C3, C4 and C5, the developer of the statement recommended location of the intended activity along the following sections - Estonian border, A1, B2-1, C5-1, C5-3, C4, A3-2, C1, B3-2, A4, A5-0, A5-1, A5-2, A5-3, A5-4, A5-5, A5-6, A5-7, A5-8, A5-9, C3, A5-11, A5-12, A6, A7, A8 and Lithuanian border;

3.18. for the purposes of assessing and comparing the alternative sections, a set of criteria has been developed which characterizes environmental impact of the intended activity. The set of criteria was evaluated for the technical design stage, construction stage and operation stage. In addition to criteria characterizing the environmental impact of the intended activity, the technical, economical and socio-economic criteria were also assessed covering the compliance assessment of the national and regional development priorities and objectives, citizens' attitudes, construction costs and the structure of alienable properties;

3.19. the public discussion of the statement was held from 11 November 2015 to 11 December 2015. During the discussion the interested persons had an opportunity to familiarize themselves with the statement and submit written proposals. During the public discussion, a public discussion meeting was organized in each municipality whose territory is crossed by the *Rail Baltica* route;

3.20. after the public discussion, the received proposals were assessed and the statement was updated accordingly. The updated statement was submitted to the Bureau on 23 December 2015 for providing an opinion;

3.21. according to Section 4, Paragraph one, Clause 1 of the Law "On Environmental Impact Assessment", impact assessment is required for intended activities which are related to the objects referred to in Annex 1 to this Law. Taking into consideration the said requirements, the Bureau issued a Programme for the environmental impact assessment for construction of the European standard gauge public railway infrastructure line *Rail Baltica*, within the framework of which the statement has been developed. According to the Law "On Environmental Impact Assessment" and Cabinet Regulation No.4 "Regulation of the Environment State Bureau" of 6 January 2004, the Bureau is a competent authority which assesses and issues an opinion on the environmental impact assessment statement. According to Section 22.¹ of the Railway Law, opinion of this competent authority is one of the preconditions for the Cabinet of Ministers to make a decision on accepting the intended activity;

3.22. after submitting the updated statement, the developer prepared the recent version³ of the statement based on the opinions of the Bureau and other authorities and submitted it to the Bureau on 31 March 2016;

3.23. on 3 May 2016 the Bureau has provided opinion No.5 "Statement of the environmental impact assessment of construction of the European standard gauge public railway infrastructure line *Rail Baltica*"⁴ (hereinafter referred to as the "opinion"). The Bureau states in its opinion that it is possible to implement the intended activity only by following the external statutory regulations and conditions stipulated in the statement and opinion of the Bureau;

3.24. after assessing the statement and documentation of environmental impact assessment related to the intended activity including assessment of the opinions the residents, national and municipal authorities, legal entities and non-governmental organizations, the Bureau recommends the following sections of the railway route (starting from the Estonian border):

3.24.1. section 1 – A;

3.24.2. section 2 – B;

3.24.3. section 3 – A3-1 or C4, A3-2, C1 and B3-2;

3.24.4. section 4 – A;

3.24.5. section 5 (Riga connection) – A with C3;

3.24.6. section 6 – A and B;

3.24.7. section 7 – A;

3.24.8. section 8 – A and B;

3.25. the route recommended in the statement and opinion differs in section 2 where the local community and municipality supports alternative C5 but the Bureau – B2-2;

3.26. the Bureau points out in the statement with regard to alternative C5: "It is not permissible to implement an alternative of the intended activity which is prohibited by the external statutory regulations and is generally limited taking into consideration particular specially protected territories and peculiarities of the functional zone, as well as tasks of its establishment and protection, so there is a justified reason to direct the construction of *Rail Baltica* in sector 2 along the route of alternative B.";

3.27. the Nature Conservation Agency in its letter No. 4.9/6/2016-N-E of 2 February 2016 points out with regard to alternative C5: "Alternative C5 is worse than alternative B2 because it crosses the *Natura 2000* territory – the Vitrupe Valley Nature Reserve, splits the NBR [North Biosphere Reserve] corridor of forests and wetlands of international importance in a twice as long section as alternative B2, causing considerable problems for wildlife migration, moves directly along the microreserve established for protecting the lesser spotted eagle and generally contradicts with Clause 11, 12 and 14 of Cabinet Regulation No. 254 "Individual Regulations for Protection and Use of the Vitrupe Valley Nature Reserve" of 24 March 2009. The Nature Conservation Agency in its letter No. 4.9/26/2016-N-E of 14 April 2016 points out that "although the NCA [Nature Conservation Agency] acknowledges that alternative C5 may be

considered as a compromise between the different interests, at the same time it draws attention to compliance of implementation of this alternative with the effectual statutory regulations";

3.28. having received the opinion, the Ministry of Transport organized a meeting with the affected municipalities to inform about the said opinion and consult about the location of the intended activity (disposition of the railway line route) according to Section 22.¹ of the Railway Law. During the meeting, municipalities did not raise any objections taking into consideration that disposition of the railway line route mainly coincides with the route suggested in the statement, except Salacgrīva County Council with regard to alternative B2-2 where the statement recommends alternative C5;

3.29. in order to inform the residents of Salacgrīva County about the statements given in the opinion with regard to alternative C5, another meeting was organized with the local residents. The meeting was attended by the representatives of the initiator, representatives of the developer, representatives of Salacgrīva County Council and a group of local residents from Salacgrīva County. The developer of the statement and initiator of the intended activity proposed to continue detailed elaboration of the technical solution for planning alternative B2-2 in order to cause as little impact as possible on the populated area Svētdciems and the affected estates, however the local residents of Salacgrīva County did not support the choice of alternative B2-2;

3.30. Salacgrīva County Council has expressed its opinion that section B2-2 does not correspond to the residents' interests, and while providing an opinion the Bureau has only assessed risks in terms of *Natura 2000* disregarding technical measures proposed in the statement which are intended for eliminating the environmental impact;

3.31. taking into consideration the information given in the opinion and letters of the Nature Conservation Agency regarding alternative C5, it is not proposed for acceptance of the intended activity.

4. The planned public railway infrastructure line *Rail Baltica* crosses the territory of Latvia in the distance of 260 km in the northern and southern direction by crossing or being located near the national, municipal or private properties, populated areas, forests and agricultural land, nature and infrastructure objects, places of cultural and historical significance, industrial and risk objects, polluted and potentially polluted places and other territories which have been identified and assessed within the context of impact of the intended activity. Taking into consideration the scope of the intended activity, several territories show potential conflict situations among various interests – nature protection interests, impact on properties, business interests, national and regional development priorities and objectives, as well as public interests. Opinions differ with regard to alternatives for sector 3, 6 and 8:

4.1. in sector 3, taking into account the statutory regulations regarding microreserves established for protection of bird species, the Bureau does not recommend alternative B3 but allows for alternative A3-1 or C4. Taking into consideration the approach referred to in Clause 3.18 of this Order and used for assessing and comparing the sections of alternatives, alternative C4 is recommended as the most socially and economically favourable one which was proposed by the community during the initial public discussion of the environmental impact assessment and supported by Salacgrīva County Council;

4.2. sections A6 and B6 in sector 6 are assessed differently by the Nature Conservation Agency and the State Environmental Service. Taking into consideration the approach referred to in Clause 3.18 of this Order and used for assessing and comparing the sections of alternatives, it is recommended to accept alternative A6 which is located further from the nuclear waste repository "Radons" than alternative B6. Alternative A6 is supported by the municipality and it has a greater potential to ensure local and regional passenger traffic in future because the route is located closer to Baldone Town and business development territories;

4.3. a conflict situation between interests of the nature protection and municipality, local residents and farmers has arisen in choosing section A8 and B8 in sector 8, yet no excluding

factors have been established for the probability of implementing one or the other alternative. Taking into consideration the approach referred to in Clause 3.18 of this Order and used for assessing and comparing the sections of alternatives, it is recommended to accept the section of alternative A8 which has been developed in co-operation with the municipality and local residents. It connects with the border crossing on the Lithuanian border specified in the project "Feasibility study and technical studies of a new European standard gauge railway line in Estonia, Latvia and Lithuania (*Rail Baltica* corridor)" that was developed in 2011, forms a single transport corridor with the planned main motorway E67 (project "Construction of section A4 Saulkalne-Bauska (Ārce) of the motorway E67") in the section of Bauska bypass, covers less agricultural land of national importance, as well as more densely built-up territories.

5. With regard to the statement and opinion of the intended activity for construction of the European standard gauge public railway infrastructure line *Rail Baltica* according to Section 22, Paragraph one, two, four and six of the Law "On Environmental Impact Assessment", Section 22.1 of the Railway Law, Section 65, Paragraph three and Section 66, Paragraph one of the Administrative Procedure Law, the environmental impact assessment of the intended activity, the national and public interests, public advantages and disadvantages in a long-term, taking into consideration the right to live in a favourable environment stipulated in Section 115 of the Constitution of the Republic of Latvia, as well as having regard of other considerations stated in this Order, the Cabinet of Ministers makes the following decision:

5.1. to accept the intended activity for construction of the European standard gauge public railway infrastructure line *Rail Baltica* by defining the location of the intended activity (disposition of the railway line route) in the territory of Latvia in the following sections: Estonian border, A1, B2-1, B2-2, B2-3, B2-4, C4, A3-2, C1, B3-2, A4-1, A4-2, A4-3, A5-0, A5-1, A5-2, A5-3, A5-4, A5-5, A5-6, A5-7, A5-8, A5-9, C3, A5-11, A5-12, A6-1, A6-2, A7, A8 and Lithuanian border (according to the Appendix to this Order).

5.2. the European standard gauge public railway infrastructure project *Rail Baltica* shall be implemented according to the statement developed within the procedure of the environmental impact assessment of the intended activity "Construction of the European standard gauge public railway infrastructure line *Rail Baltica*" and opinion No.5 of the Bureau "Statement of the environmental impact assessment of construction of the European standard gauge public railway infrastructure line *Rail Baltica*" of 3 May 2016;

5.3. to determine execution of the Order as urgent based on:

5.3.1. Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulation (EC) No 680/2007 and Regulation (EC) No 67/2010 whose Annex 1 includes the section Tallinn-Riga-Kaunas-Warsaw as the previously identified section of the railway infrastructure;

5.3.2. the Agreement INEA/CEF/TRAN/M2014/1045990 concluded with the European Innovation and Networks Executive Agency (INEA) on 24 November 2015 on implementation of the first stage activities of *Rail Baltica*, which stipulates that the design work must be implemented by 2019 and construction – by 2022. In order to receive construction permits required for implementation of the first stage and commence the development of the technical design, it is necessary to perform an environmental impact assessment and accept the intended activity;

5.4. acceptance of the intended activity is a precondition for Latvia to start implementation of the first stage of the railway infrastructure line *Rail Baltica* according to the time schedule agreed with Estonia, Lithuania and INEA, thus fulfilling its international obligations and promoting implementation of the *Rail Baltica* global project by 2025.

6. This Order may be appealed to the Administrative District Court (at Baldones Street 1A, Riga, LV-1007) according to Section 76, Paragraph two and Section 79, Paragraph one of the

Administrative Procedure Law within one month after publishing the Order in the Official Journal "Latvijas Vēstnesis".

7. Lodging an appeal of this Order to the court according to Section 185, Paragraph 4, Clause 3 of the Administrative Procedure Law shall not have suspensive effect.

¹<http://eur-lex.europa.eu/legal-content/LV/TXT/?uri=CELEX:32013R1315> (accessed on 16.08.2016).

² http://publications.europa.eu/resource/cellar/dba332db-69a6-11e3-8e4e-01aa75ed71a1.0016.01/DOC_1 (accessed on 16.08.2016).

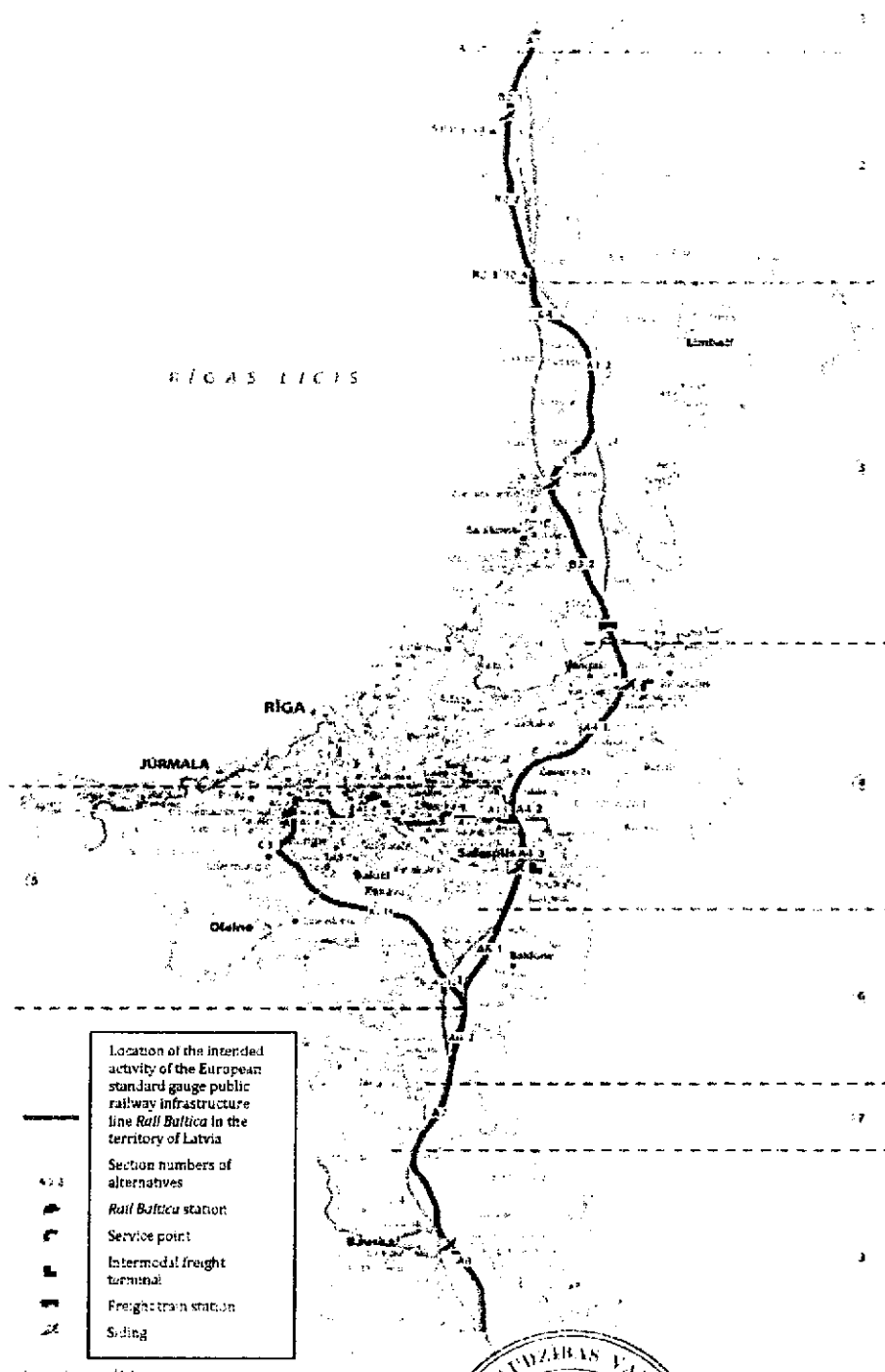
³ <http://www.environment.lv/lv/jaunumi/aktualie-jetekmes-uz-vidi-novertejumi-ivn-un-sabiedriskas-apsriesanas/rail-baltica-zinojuma-iesniegsana-vpvp> (accessed on 16.08.2016).

⁴ <http://www.vpvp.gov.lv/lv/ivn/projekti/?download=119> (accessed on 16.08.2016).

Prime Minister *Māris Kučinskis*

Minister for Transport *Uldis Augulis*

Appendix to
Order No. 467
of the Cabinet of Ministers
of 24 August 2016



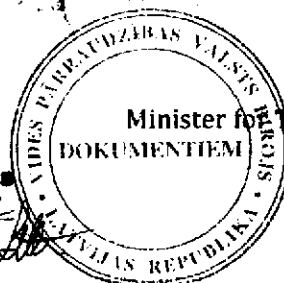
KOPIJA PAREIZA

Vides pārraudzības valsts birojs

www.vestnesis.lv

Decāka lietvede Anita Lubarte

Rīga, 2016. gada 13. septembrī



Minister for Transport

Uldis Augulis



Lietuvos Respublikos aplinkos ministerija

2016-09-23 Nr. VLN-LG-RB-16SP217

kopija

AB „Lietuvos geležinkeliai“

„Rail Baltica“ projekto direkcija

Projektas: Europinio standarto geležinkelio linijos Kaunas-Lietuvos ir Latvijos valstybių siena specialiojo plano rengimo ir poveikio aplinkai vertinimo atlikimas. Sutartis Nr. SP-402, 2014-11-27.

DĖL TARPVALSTYBINIO POVEIKIO VERTINIMO

Vadovaujantis Lietuvos Respublikos planuojamos ūkinės veiklos poveikio aplinkai vertinimo įstatymo 5 straipsnio 1 dalimi, teikiame Lietuvos Respublikos aplinkos ministerijai, koordinuojančiai tarpvalstybinio poveikio aplinkai vertinimo procesą, Europinio standarto geležinkelio linijos Kaunas-Lietuvos ir Latvijos valstybių siena poveikio aplinkai vertinimo ataskaitos (toliau – PAV ataskaita) santrauką latvių ir anglų kalbomis. Pranešame, kad PAV ataskaitos santrauka latvių k. ir anglų k. taip pat yra patalpinta PAV ataskaitos rengėjo tinklalapyje www.publicity.lt.

Informuojame, kad vadovaujantis 2015-07-24 Latvijos Respublikos valstybinio aplinkos biuro raštu Nr. 3-01/1434, pagal Latvijos Respublikos teisės aktus reglamentuojančius poveikio aplinkai vertinimo procesą, supažindinimui su PAV ataskaita yra skiriamas 30 kalendorinių dienų terminas bei ne anksčiau kaip po 7 kalendorinių dienų po skelbimo spaudoje ir ne vėliau kaip 10 kalendorinių dienų iki supažindinimo su PAV ataskaita pabaigos organizuojamas viešas susirinkimas (viešieji susirinkimai).

PRIDEDAMA:

- 1) Europinio standarto geležinkelio linijos Kaunas-Lietuvos ir Latvijos valstybių siena poveikio aplinkai vertinimo ataskaitos santrauka latvių k. ir anglų k. (1 egz. ir 1 CD).

Plėtros vadovas

Mantas Kaušylas



LIETUVOS RESPUBLIKOS APLINKOS MINISTERIJA
THE MINISTRY OF ENVIRONMENT OF THE REPUBLIC OF LITHUANIA

A. Jakšto St 4/9, LT-01105 Vilnius, tel: (+370 5) 266 35 39, fax: (+370 5) 266 36 63, e-mail: info@am.lt <http://www.am.lt>

Environment State Bureau of
the Republic of Latvia
Rūpniecības iela 23, Riga
LV-1045 Latvia

4 October 2016 No. (10-3)-D8-7473

Copy
Ms Sandija Balka
Ministry of Environmental Protection and
Regional development
Pieldu Str. 25, Riga,
LV-1494 Latvia

**REGARDING TRANSBOUNDARY ENVIRONMENTAL ASSESSMENT FOR THE
CONSTRUCTION OF EUROPEAN GAUGE RAILWAY LINE BETWEEN KAUNAS
AND LITHUANIAN-LATVIAN BORDER**

Ministry of Environment of the Republic of Lithuania by its letter dated 25 June 2015, No. (10-3)-D8-4785 notified the Republic of Latvia about the initiation of environmental impact assessment procedure (hereinafter – EIA) for the construction of European gauge public railway line between Kaunas and the Lithuanian-Latvian border, which is part of a larger project of transboundary scale – the EU Trans-European Network development, linking railway infrastructure of Baltic States with Poland and other parts of Western Europe.

Taking into account your answer indicating your intention to participate in the EIA procedure for the construction of European gauge public railway line between Kaunas and the Lithuanian-Latvian border, we hereby submit EIA documentation: summary of EIA report in Latvian and English languages, which includes information on transboundary impacts and graphic material relevant for the Latvian side (railway line routes page 15, noise propagation maps pages 32-35). The above mentioned documents and evaluation of the Latvian comments received during the scoping phase. are also available on the webpage <http://www.publicity.lt/38-european-gauge-railway-line-between-kaunas-and-the-lithuanian-latvian-border-environmental-impact-assessment-report-summary-eiropas-standarta-dzelzce-a-l-nijas-kau-a-lietuvas-latvijas-valsts-robeza-ietekmes-uz-vidi-nov-rt-jums>, the EIA report in Lithuanian language is available on the webpage:

<http://www.publicity.lt/failai/20160803/RB%20SP%20PAV%20ataskaita%2020160804%20v.3.00.pdf>.

Please inform your public and relevant institutions about the proposed activity. The developer and the preparer of EIA documentation are ready to send their representatives to the public hearing meeting. Please inform us about the date and venue of the public hearing meeting as soon as possible.

Please submit your final comments taking into the opinion of the public and authorities to us no later than 25 November 2016.

Looking forward for close cooperation.

Enclosed:

Summary of EIA report in Latvian and English, graphic material in paper and electronic version (to the first addressee)

Sincerely yours,

Vice-Minister

Algirdas Genevičius



**MINUTES OF THE PUBLIC HEARING MEETING FOR THE ENVIRONMENT IMPACT
ASSESSMENT REPORT OF THE EUROPEAN STANDARD RAILWAY LINE
KAUNAS-LITHUANIA AND LATVIA STATE BORDER**

27th of October, 2016
Bauska

The meeting took place on 27th of October 2016 at 6 p.m. in the Bauska District Municipality, 1 Uzvaras str., Bauska, Bauskas district, the Republic of Latvia.

Chairman of the meeting was Mantas Kaušylas, Development Manager at AECOM Infrastructure & Environment UK Limited branch;

Secretary of the meeting was Mykolas Dumbrava, Engineer-planner at AECOM Infrastructure & Environment UK Limited branch;

IN ATTENDANCE: list of participants is attached (Annex No. 1).

AGENDA:

1. Regarding public hearing meeting in transboundary context for the environment impact assessment report of the European standard railway line Kaunas-Lithuanian and Latvian state border.

DISCUSSED:

- 1) The Environment impact assessment report of the European standard railway line Kaunas-Lithuanian and Latvian state border (hereinafter referred to as the "EIA report") drafted by AECOM Infrastructure & Environment UK Limited branch;

The meeting has been opened by Mr. Raitis Abelnieks, Chairman of the Bauska local Municipality Council.

Chairman of the public hearing meeting Mantas Kaušylas started the meeting and informed that the meeting was organized regarding the transboundary environment impact assessment procedures and prepared EIA report. Mantas Kaušylas indicated possible transboundary effects for the territory of Republic of Latvia as well (Presentation of the meeting should be found in Annex No. 2).

Questions and responses

Question by Iveta Jegere: What noise limit values are set in accordance with Lithuanian legislation?

Answer Mantas Kaušylas: Noise limit value during daytime period from 6 a.m. to 6 p.m. is set to 65 dB, during evening time period from 6 p.m. to 10 p.m. is set to 60 dB and during night time period – from 10 p.m. to 6 a.m. is set to 55 dB.

Question by Iveta Jegere: Were the noise absorption specifications set for the noise reduction measures or it was just noted that the noise reduction measures should be planned in some places of planned railway line?

Answer Mantas Kaušylas: The noise modelling was performed for the planned railway line with the noise reduction measures and without them. The noise reduction measures were set in the places where the noise limit values were exceeded. The specifications of the measures (height, noise absorption coefficients, etc.) were set during the noise modelling as well. The noise

modelling was performed repeatedly until the noise modelling outcome values did not exceed the noise limit values.

Question by Iveta Jegere: Is the information presented in EIA report for the limiting of construction works during the bird migration time is recommended or it is required in all the cases?

Answer Mantas Kaušylas: It depends on the type of territory, if the territory is important for the conservation of birds, then works should not be performed during the bird migration time. It is not applied for all the territory of planned railway line during the bird migration time.

Question by Iveta Jegere: Who would make the final decision for the approval of EIA report – ministries or municipalities?

Answer Mantas Kaušylas: The final decision for the planned economic activity would be made by the Environment Protection Agency after the state and municipal institutions provide conclusions.

Question by Kaspars Vingris: Who would make the final decision?

Answer Mantas Kaušylas: It would be made by the Environment Protection Agency of the Republic of Lithuania.

Question by Raitis Abelnieks: Is the bridge of the Mūša River already planned and who will be responsible for the construction and supervising works of that bridge?

Answer Mantas Kaušylas: The analysis of such information is not the scope of EIA report.

Answer Kaspars Vingris: Construction and supervision works of the bridge will be organized by the joint venture "RB Rail".

Question by Aleksandrs Novickis: Would it be possible for the auxiliary trains from Kaunas or Panevėžys stations to reach the territory of Bauska? Would it be possible to plan siding railway to Bauska in the future?

Answer Mantas Kaušylas: The auxiliary trains from Republic of Lithuania could be used in the territory of Republic of Latvia in case of emergency.

Question by Aleksandrs Novickis: Where are in the territory of Republic of Latvia the places of auxiliary trains planned?

Answer Kaspars Vingris: The nearest place to Bauska for auxiliary train is planned in the distance about 80 km.

Answer Mantas Kaušylas: The auxiliary train in Republic of Lithuania would be situated in Panevėžys railway station which is planned in the distance of about 60 km from Lithuanian and Latvian state border.

Question by Aleksandrs Novickis: What kind of procedures should be made to plan a siding railway to Bauska?

Answer Mantas Kaušylas: That question should be answered by the representatives of Republic of Latvia.

Answer Kaspars Vingris: The passing station is planned near Bauska and from there could be planned the siding railway to Bauska or the freight station if there would be an industrial park or other cargo facilities planned in the future.

Answer Mantas Kaušylas: There are the same feasibilities for construction of the siding railway in the territory of Republic of Lithuania as well. The siding railway or a load station could be planned if there would be a potential volume of cargo. Technical economical appraisal should be performed for such structures as well.

Answer Iveta Jegere: The environment impact assessment project should be prepared as well.

Question by Aleksandrs Novickis: Would it be not too late when the current plan would be approved to start to plan the siding railway?

Answer Ilze Tijone: The plan for the industrial park in the county of Bauska should be prepared during the 2017-2018 year. So it would be necessary to analyze the possibilities to construct the siding railway to Bauska in the current project because otherwise it would be necessary to analyze it in a separate project.

Question by Ilze Tijone: Is the technical service road planned along the entire railway line?

Answer Mantas Kaušylas: The technical service road is indeed planned along the entire railway line.

Answer Ilze Tijone: Such roads were not planned in the territory of Republic of Latvia.

Answer Mantas Kaušylas: The technical service roads are planned near the railway and they would be fenced in, so that only railway workers could use them or in case of emergency they could be used by emergency services as well. Connecting and siding roads were planned near the railway line to ensure accessibility and to avoid unnecessary two-level intersections.

Question by Ilze Tijone: Are the connecting and siding roads planned along the entire railway line?

Answer Mantas Kaušylas: Only in those places where the planned railway line intersected with the current roads and where the planned railway line limited the access to the land-plots.

Question by Mantas Kaušylas: Are there any further questions regarding transboundary environment impact assessment and prepared EIA report?

Mantas Kaušylas announced the end of the public meeting on the transboundary impact assessment and EIA report (7:05 p.m.).

No written proposals were received during the public meeting on transboundary impact assessment and the prepared EIA report.

The minutes signed on: 05/11/2016.

Chairman of the meeting



Mantas Kaušylas

Secretary of the meeting



Mykolas Dumbrava

ANNEXES:

- 1) List of the participants, 1 page;
- 2) Presentation of the meeting, 45 pages.

EIROPAS STANDARTA DZELZCEĻA LĪNIJAS KAUNĀ—LIETUVAS/LATVIJAS VALSTS ROBEŽA IETEKMES UZ VIDI NOVĒRTĒJUMS

PUBLISKĀ IEPAZĪSTINĀŠANA AR IETEKMES UZ VIDI NOVĒRTĒJUMA ATSKAITI

Starptautisku ietekmes novērtējums

**Plānotās saimnieciskās darbības
organizators (pasūtītājs):**

Lietuvas Republikas Satiksmes ministrija AS
„Lietuvos geležinkeliai”

**Ietekmes uz vidi: dokumentu
sagatavoja**

AECOM Infrastructure & Environment UK Limited
filiāle



Europos Sąjungos bendrai finansuota
Transeuropinis transporto tinklas (TEN-T)



27/10/2016, Bauskā, Latvijas Republikā

Ietekmes uz vidi novērtējuma sagatavošanas pamats

- Plānotā saimnieciskā darbība (Eiropas standarta platuma dzelzceļa līnijas Kauņa—Lietuvas/Latvijas valsts robeža izbūve un ekspluatācija) ir norādīta Plānotās saimnieciskās darbības ietekmes uz vidi novērtējuma likuma 1. pielikuma „Plānotās saimnieciskās darbības, kuras ietekmei uz vidi ir jātiek izvērtētai, veidu saraksta” 8.5. punktā „Inženierbūves: Pamata publiskās lietošanas dzelzceļa izbūve”.
- Plānotās saimnieciskās darbības ietekmes uz vidi novērtējuma likuma 7.panta 5.p. „Plānotās saimnieciskās darbības organizators (pasūtītājs) var uzsākt ietekmes uz vidi novērtējumu bez atlases procedūras “ –

IVN organizators lūdz veikt IVN saskaņā ar Lietuvas Republikas satiksmes ministra 2014. g. 26. jūnija rīkojumu Nr. 3-260 „Par Eiropas standarta platuma dzelzceļa līnijas no Kauņas līdz Lietuvas/Latvijas valsts robežai speciālā plāna plānošanas darbu programmas apstiprinājuma” grozījumiem”.

IVN procedūras sākums un beigas

- Sākums: 2015. g. II ceturksnis;
 - Beigas: 2016. g. IV ceturksnis;
- **Plānotās saimnieciskās darbības Eiropas standarta platuma dzelzceļā līnijas Kauņa—Lietuvas/Latvijas valsts robežu speciālā plāna sagatavošanas etapa ietvaros IVN ir veicamas vienlaicīgi. IVN novērtējumam tiek izmantota speciālā plāna un risinājumu konkretizēšanas posmu informācija.**

Starpvalstu ietekmes uz vidi vērtējums

- Lietuvas Republikas Vides ministrija 25/06/2016 rakstā Nr. (10-3)-D8-4785 vēršās pie Latvijas Republikas Vides aizsardzības un reģionālās attīstības ministrijas, lūdzot informēt, vai Latvija piedalīsies pārrobežu IVN procesā;
- Latvijas Republikas Vides pārraudzības valsts birojs 24/07/2015 rakstā Nr. 3-01/1434 informēja, ka piedalīsies pārrobežu IVN procesā, un sniedza savas piezīmes par IVN programmu;
- 04/10/2016 Lietuvas Republikas vides ministrija ar rakstu Nr. (10-3)-D8-7473 iesniedza Latvijas Republikas Vides pārraudzības valsts birojam IVN atskaiti novērtējumam;
- Pašlaik tiek veikta Latvijas Republikas sabiedrības iepazīstināšanas ar sagatavotu IVN atskaiti procedūras;

Plānotās saimnieciskās darbības alternatīvu noteikšana

Plānotās Eiropas standarta platuma dzelzceļa līnijas Kauņa—

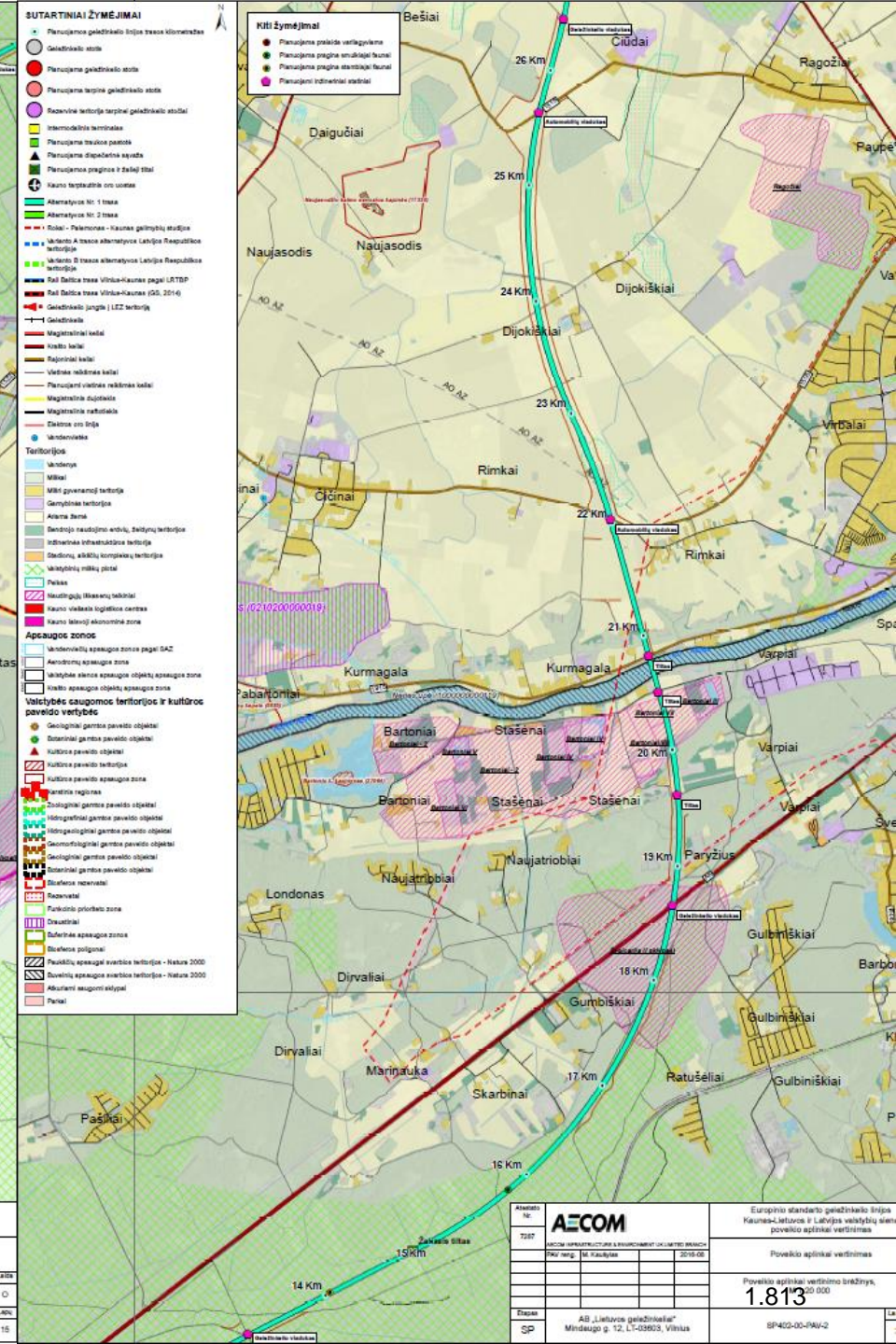
Lietuvas/Latvijas valsts robeža izskatāmās pamata alternatīvas ir noteiktas, ievērojot:

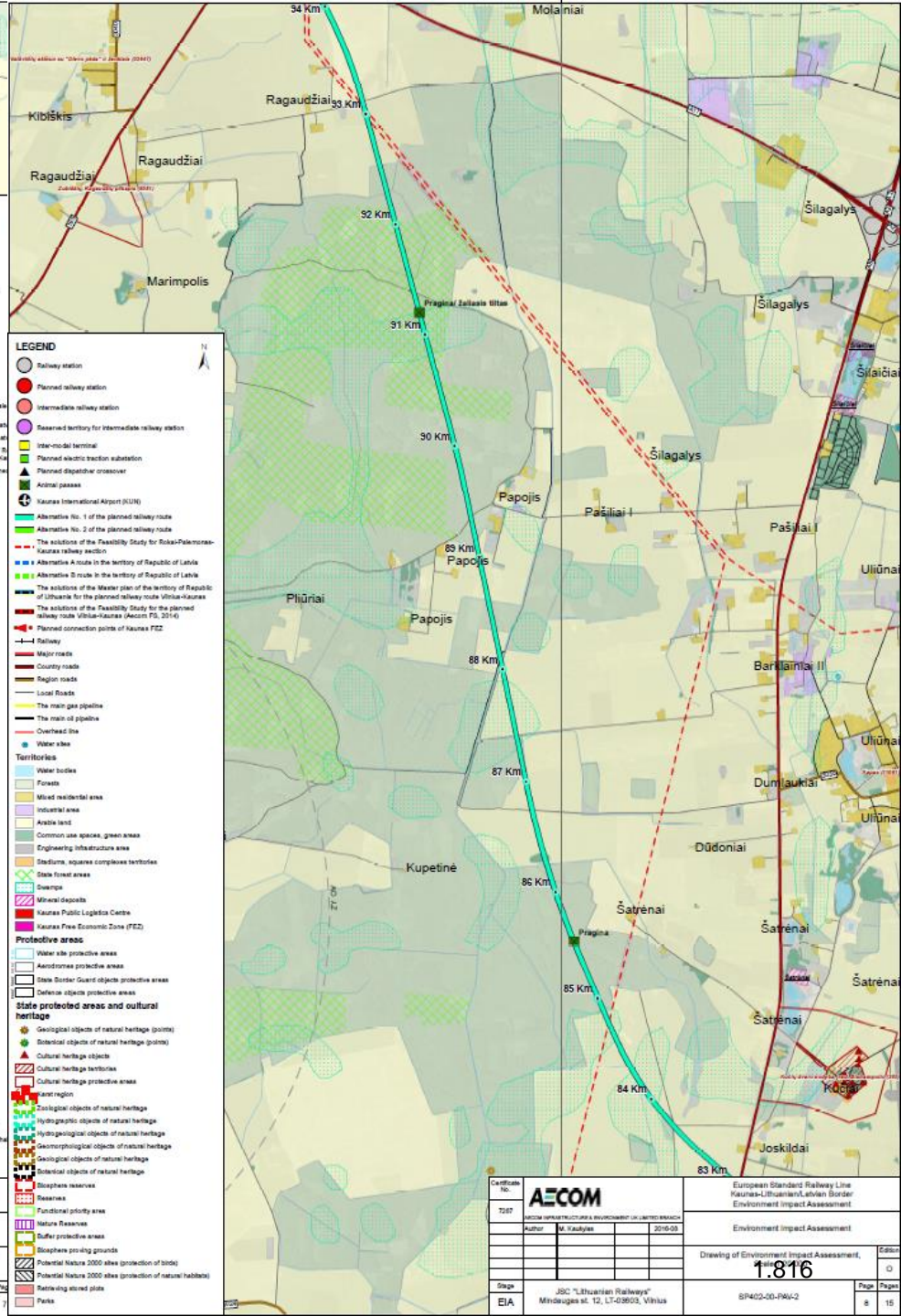
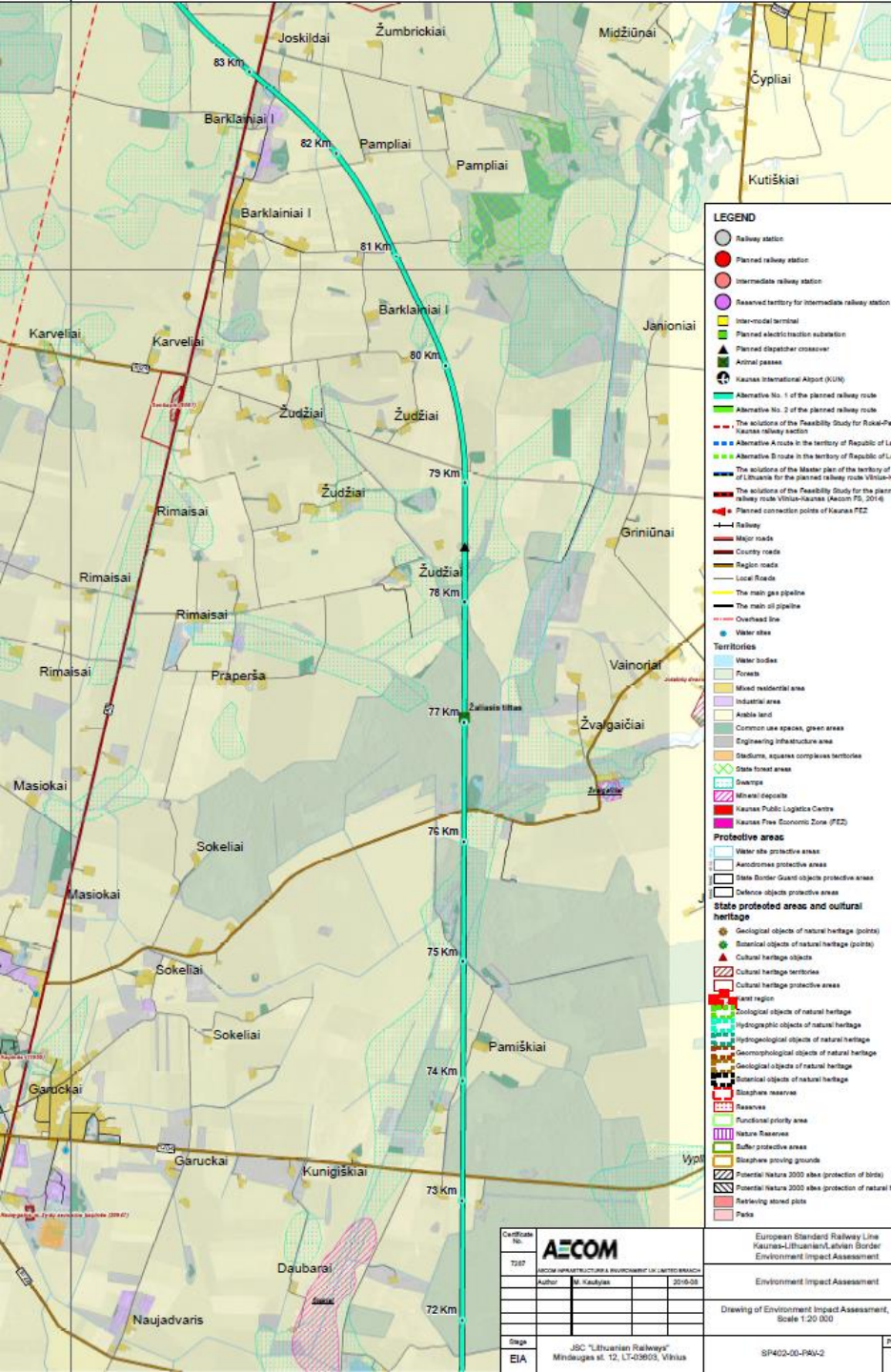
- Eiropas platuma sliežu dzelzceļa līnijas (Rail Baltica) Igaunijā, Latvijā un Lietuvā priekšizpētes rezultātus, secinājumus un rekomendācijas (sagatavotājs: AECOM);
- Eiropas standarta platuma dzelzceļa līnijas Kauņa—Lietuvas/Latvijas valsts robeža stratēģiskās ietekmes uz vidi novērtējuma rezultātus, secinājumus un rekomendācijas (sagatavotājs: Sweco Lietuva);
- Eiropas standarta platuma dzelzceļa līnijas Kauņa—Lietuvas/Latvijas valsts robeža speciālā plāna esošā stāvvokļa novērtējuma atskaides. Konceptijas noteikšanas stadijas pamatojoties uz konceptijas un SPAV atskaides datiem, rezultātiem un secinājumiem.

Izskatītās pamata alternatīvas

Alternatīva Nr. 1: Rokai — Palemonas (Kauņas pils. pašv.) — Neveronys (Kauņas raj. pašv.) — Dijokiškiai (Jonavas raj. pašv.) — Pagiriai (Kēdaiņu raj. pašv.) — Ramygala — Upytė — Janališkiai (Panevėžas raj. pašv.) — Pušalotas — Joniškėlis — Vaškai — Kiemėnai — Dagiai (Pasvales raj. pašv.);

Alternatīva Nr. 2: Rokai — Palemonas (Kauņas pils. pašv.) — Neveronys (Kauņas raj. pašv.) — Dijokiškiai (Jonavas raj. pašv.) — Pagiriai (Kēdaiņu raj. pašv.) — Ramygala — Upytė — Janališkiai (Panevėžas raj. pašv.) — Pušalotas — Joniškėlis — Vaškai — Kiemėnai — Kamardė (Pasvales raj. pašv.);





CEP402-00-PAV-2
AECOM

Author: V. Kaulyskas
2018-08

Stage: EIA
JSC "Lithuanian Railways"
Mindaugas st. 12, LT-03603, Vilnius

Environment Impact Assessment
Drawing of Environment Impact Assessment, Scale 1:20 000
SP402-00-PAV-2

Author: V. Kaulyskas
2018-08

Stage: EIA
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Mindaugas st. 12, LT-03603, Vilnius

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Author: V. Kaulyskas
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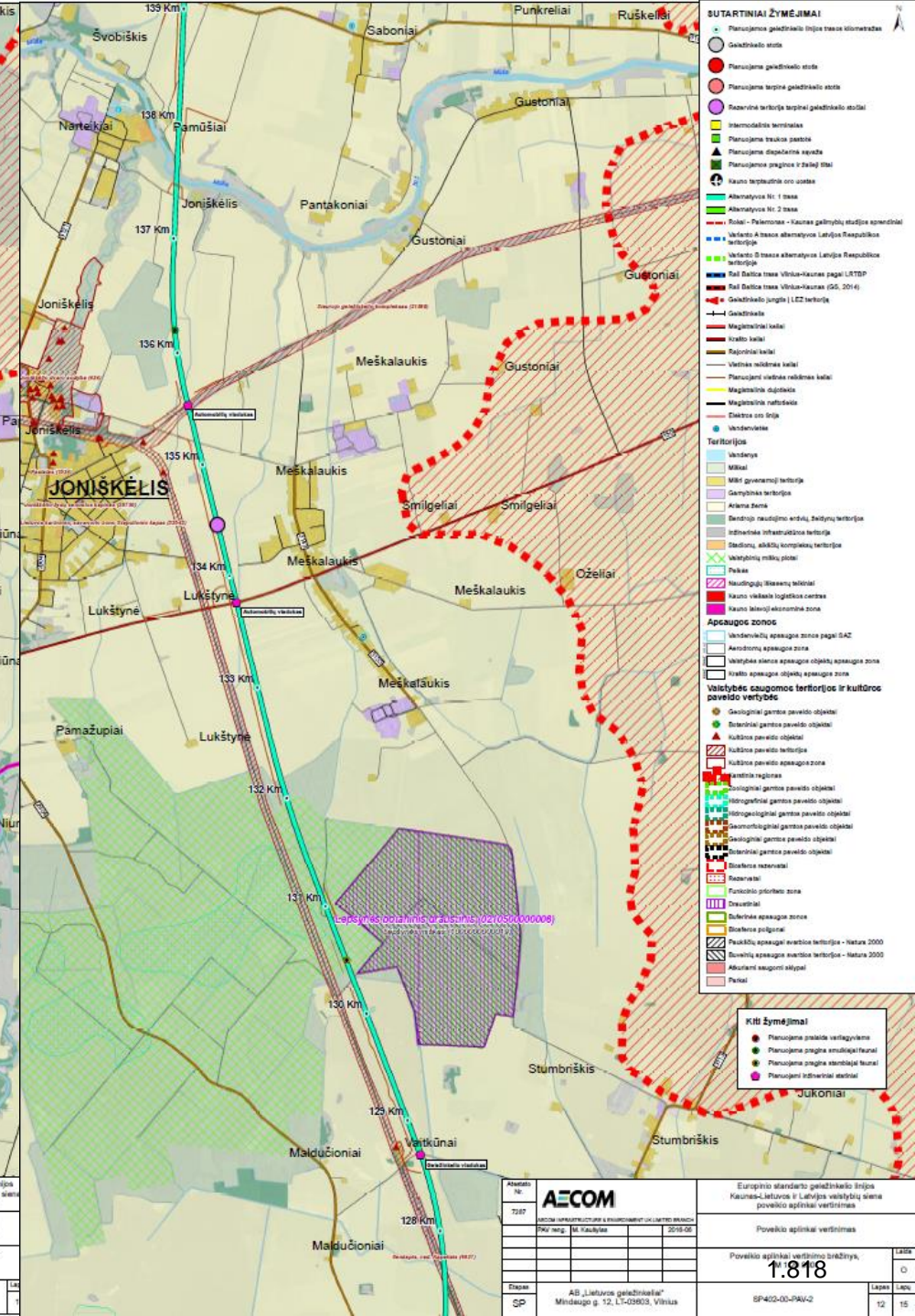
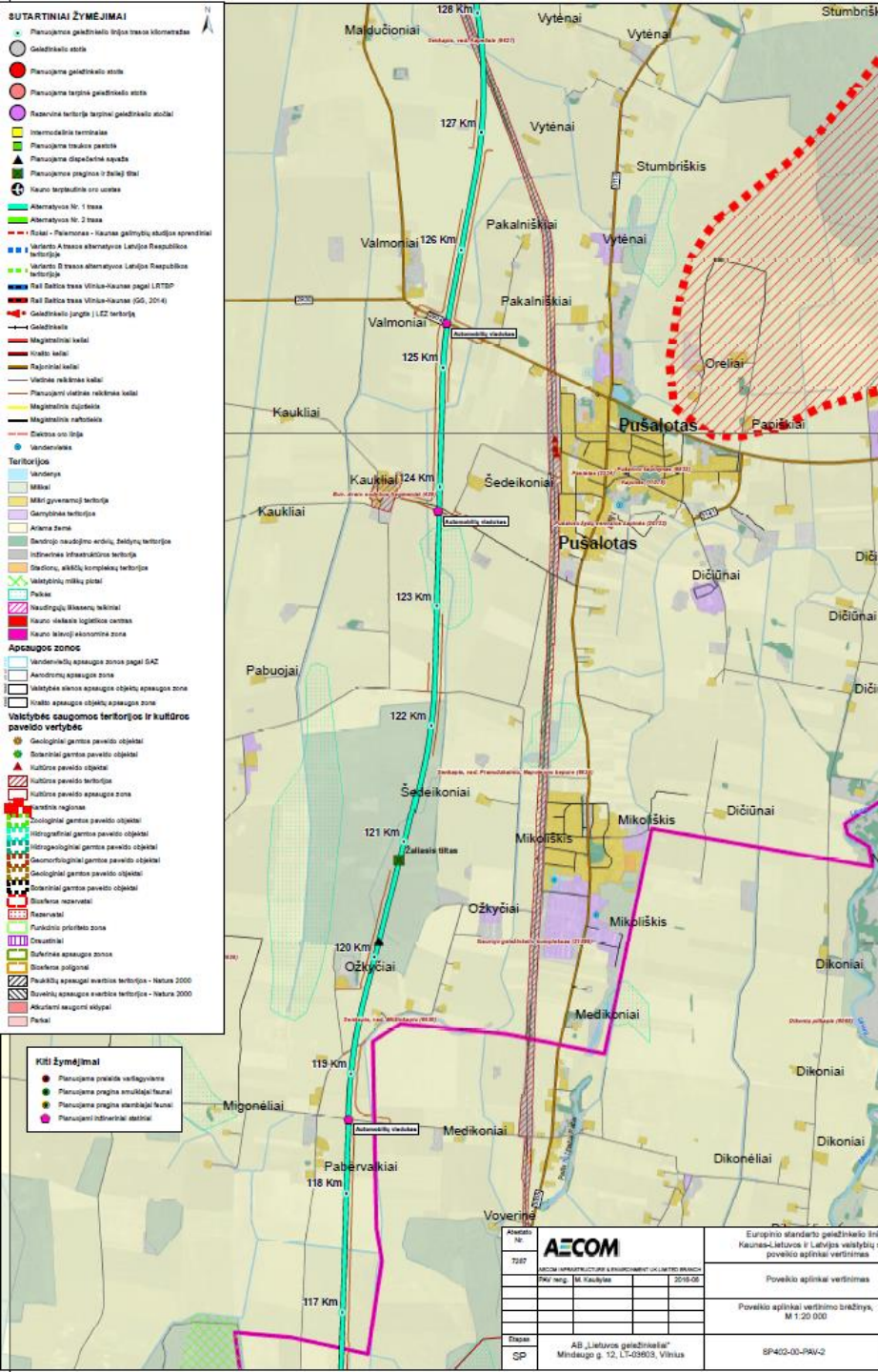
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Author: V. Kaulyskas
2018-08

Stage: EIA
JSC "Lithuanian Railways"
Mindaugas st. 12, LT-03603, Vilnius

1.816



Plānotās dzelzceļa līnijas tehniskās specifikācijas

Lai noteiktu tehniskos ierobežojumus, AECOM studijā tiek izteikts pieņēmums ka „Rail Baltica“ tiks izbūvēta ievērojot jaunākās tehniskās savstarpējas izmantojamības specifikācijas (2014. g. 18. novembra Komisijas Regulu (ES) Nr. 1299/2014 par savstarpējas izmantojamības tehniskajām specifikācijām Eiropas Savienības dzelzceļu sistēmas infrastruktūras apakšsistēmai):

- Līnijas kategorija – P2-F1;
- Ēku tuvuma gabarīti – GC;
- Ass slodze – 22,5 t;
- Dzelzceļa līnijas ātrums – 200-250km/h (ātrums, kas tiek izmantots sliežu ceļa taisnošanas un ģeometrijas projektam) – pasažieru vilcieniem, 100-120 km/h preču vilcieniem;
- Vilciena garums – 740-1050 m;
- Perona lietderīgais garums – 200-400 m.



Paredzamā vilcienu satiksmes intensitāte, vilcieni diennaktī (avots: AECOM 2011.gada pētījums, precizējams)



- pasažieru vilcienu satiksme tiek paredzēta aptuveni no plkst. 06.00 līdz plkst. 24.00 ar intervālu ik pēc 2 stundām
- Preču vilcienu satiksmi tiek paredzēts organizēt nakts laikā no plkst. 24.00 līdz plkst. 6.00.
- Svētdienās ir paredzami dzelzceļa līnijas pārbaudes un apkopes darbi, tāpēc pasažieru

Gads	Preču vilcieni	Pasažieru vilcieni	Kopā
2020	13	18	31
2030	18	18	36
2040	24	18	42

Plānotās dzelzceļa līnijas trasi ietekmējoši faktori

- Stratēģiskie un attīstības dokumenti un programmas;
- Tehniskās prasības;
- Teritoriju plānošanas dokumenti;
- Būvniecības izmaksas;

Apkārtējās vides komponenti :

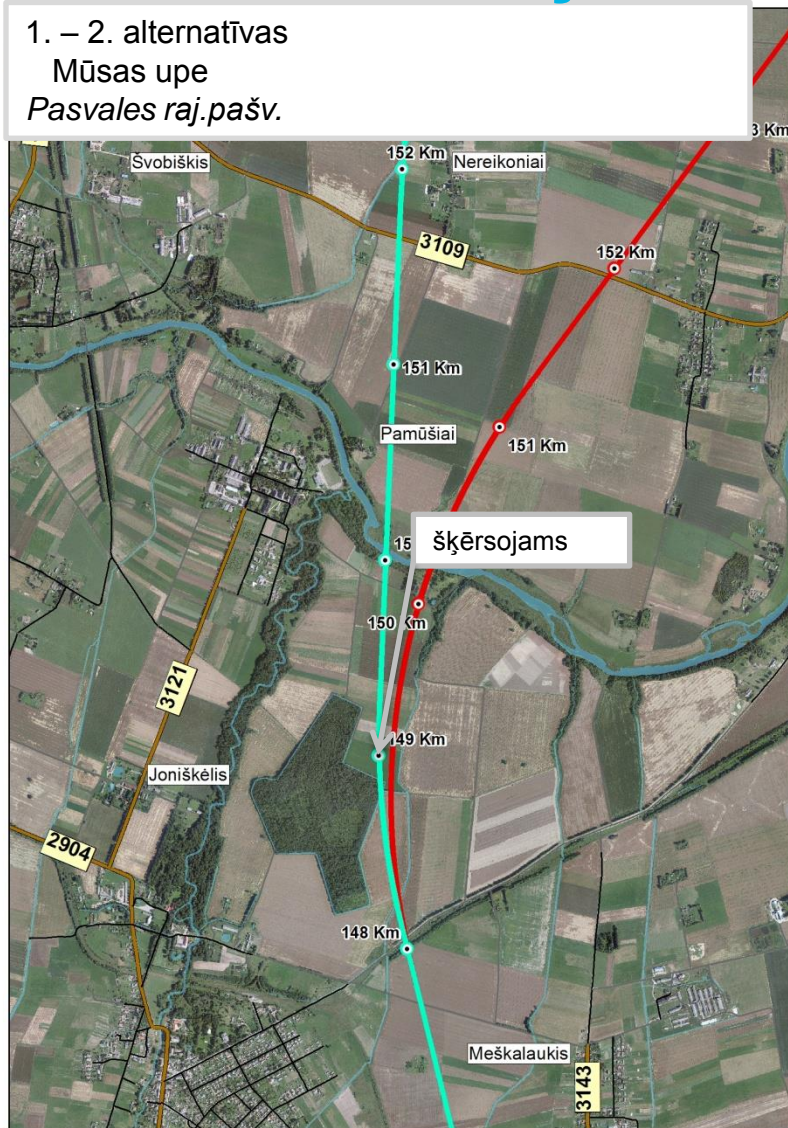
- Virszemes ūdeņi
- Zemes dziļi, pazemes un gruntsūdeņu, derīgo izrakteņu atradnes
- Augsne;
- Ainava;
- Aizsargājamās teritorijas;
- Augu valsts;
- Dzīvnieku valsts;
- Sabiedriskā veselība;
- Sociālā un ekonomiskā vide;
- **Inženierijas infrastruktūra:**
- Satiksmes komunikācijas
- Inženiertīkli

1. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (*Apkārtējās vides gaiss*)

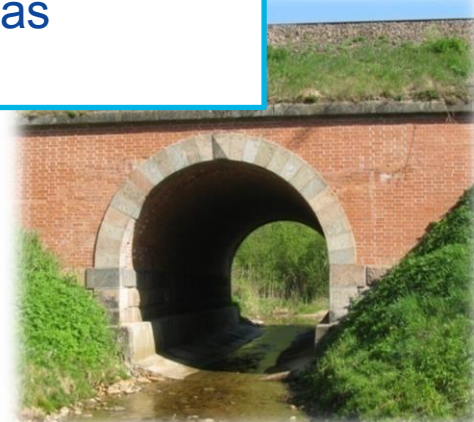
Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	Tiek plānota tieša negatīva īslaicīga ietekme uz apkārtējās vides gaisu dzelzceļa līnijas būvniecības periodā būvniecības tehnikas un smago transportlīdzekļu ekspluatācijas dēļ.	Tā kā visa plānotā līnija būs elektrificēta, t. i., lokomotīves ar iekšdedzes dzinējiem netiks izmantotas, dzelzceļa transportlīdzekļu piesārņojuma emisija gaisā nav paredzēta un netiek tālāk vērtēta. Elektrificētu vilcienu satiksme, kas pārņems daļu autotransporta vesto pasažieru un kravas, paredzams transporta emisijas gaisā samazinājums, t. i., ilgtermiņa pozitīva ietekme ;
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	Lai mazinātu putekļainumu sabiedriskajā un dzīvojamajā vidē būvniecības laikā ceļi, pa kuriem pārvienosies būvniecībā izmantotie smagie kravas transportlīdzekļi, ir jāpārklāj ar asfaltbetona vai betona segumu Ir jānodrošina, lai tiktu izmantota tikai tā būvtehnika, kas atbilst vides aizsardzības un tehniskās prasības;	Pasažieru un preču pārvadāšanai ir jāizmanto elektrovilcieni;

2. Virszemes ūdeņi

1. – 2. alternatīvas
Mūsas upe
Pasvales raj.pašv.



Izbūvējamas
caurtekas

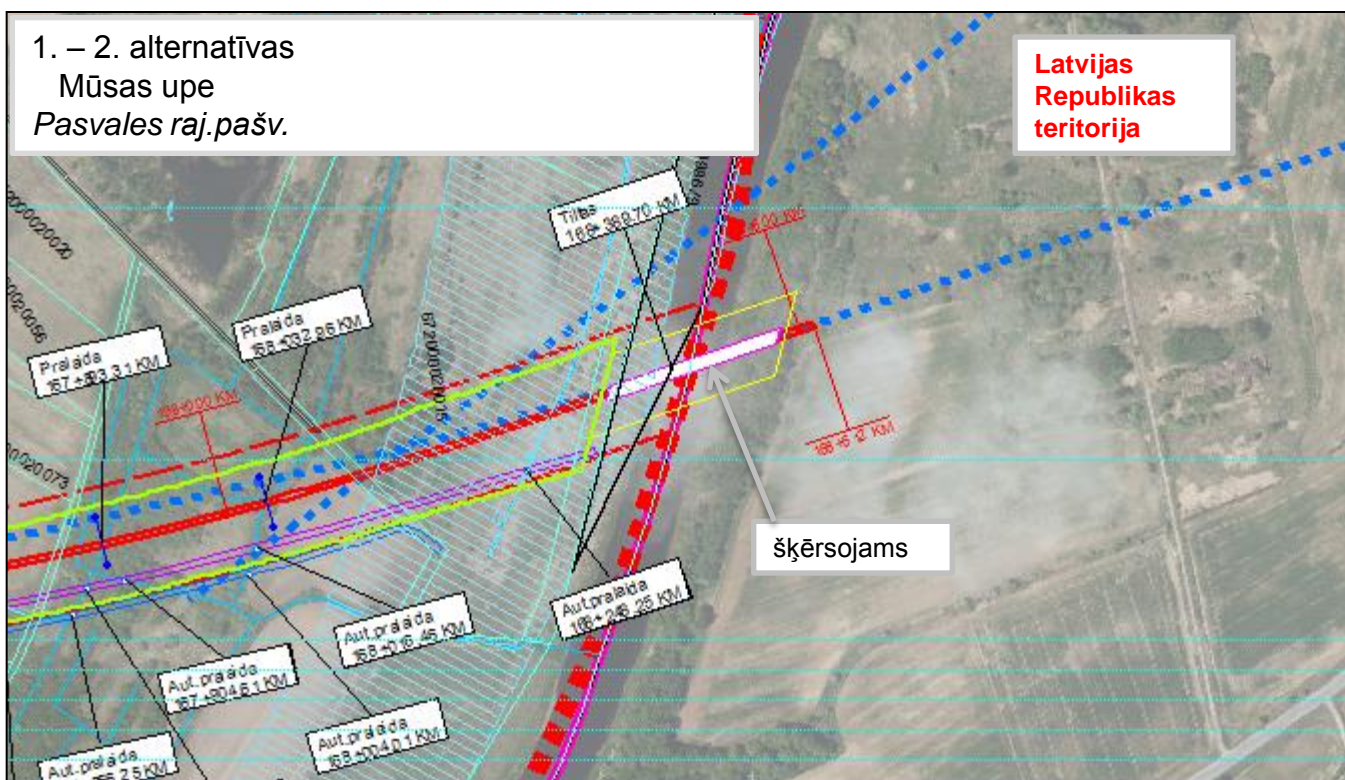


Izbūvējami dzelzceļa tilti



2. Virszemes ūdeņi. Paredzami tilti un to parametri

Nr. p.k.	Šķēršlis	KM	Garums, m	Platums
1	Mūsa	137.397,65	225,00	11,0
2	Mūsa	168.250.71	150,00	11,0



2. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (virszemes ūdeņi)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	<p>Ierīkojot caurtekas un būvējot tiltus pāri šķērsojamajām ūdenstilpēm, kā arī ierīkojot pagaidu ūdens aizsprostus un ūdens apvedceļus, uz laiku var tikt mainīts šķērsoto ūdenstilpju hidroloģiskais režīms, t. i., mainīts ūdens plūsmas ātrums, virziens un ūdens līmenis</p> <p>Minētajam ūdenstilpju piesārņojumam un avārijām var būt arī netieša ilgtermiņa negatīva ietekme uz sabiedrības veselību un tuvumā esošo ūdenstilpju stāvokli.</p>	Iespējama ilgtermiņa un vidēja termiņa negatīva ietekme uz virszemes ūdenstilpēm un uz sabiedrības veselību dzelzceļa transportlīdzekļu avāriju (starpgadījumu, vilcienu sadursmju, nehermētisku vagonu un lokomotīvu) dēļ un ar tām saistītā ūdenstilpju piesārņojuma dēļ.
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	<p>Ir nepieciešams attiecīgi pārkārtot bojāts melorācijas sistēmas, ūdens novadīšanas risinājumus ;</p> <p>Regulēt dabiskas upes un mainīt to gultnes ir aizliegts</p> <p>Virsmas stabilizācijai jāizmanto: mulčēšana, pagaidu apsēšana, ģeotekstila aizsargseguma izmantošana.</p> <p>Ir aizliegts tuvāk nekā 50 m aiz piekrastes aizsargjoslas ierīkot būvlaukumus. Bīstamu vielu, naftas produktu glabātavas, tehnikas laukumus, citus būvobjektus ir aizliegts izbūvēt ūdenstilpju aizsargjoslās;</p> <p>Ekspluatējamai būvtehnikai un transportlīdzekļiem ir jāatbilst vides aizsardzības un tehniskām prasībām;</p>	<p>Ekspluatējot dzelzceļu ir jāievēro visas prasības ritošajam sastāvam, infrastruktūrai un satiksmes vadībai, kas ļaus samazināt iepriekšminētos riskus;</p> <p>Virsmas notekūdeņus no tiltiem aizliegts ielaist tieši ūdenstilpē. No tiltu virsmām savāktos notekūdeņus vajadzētu novirzīt uz ar zāli apsētiem grāvjiem, kas ierīkoti pie tiltiem, infiltrācijas šahtās vai citās virsmas notekūdeņu attīrīšanas iekārtās.</p>

2. Līdzekļi ietekmes uz vidi mazināšanai (virszemes ūdeņi)



ģeotekstila aizsargseguma izmantošana šķērsojot ūdenstilpnes



Virsmas
jāizmanto:
pagaidu
ģeotekstila
izmantošana.

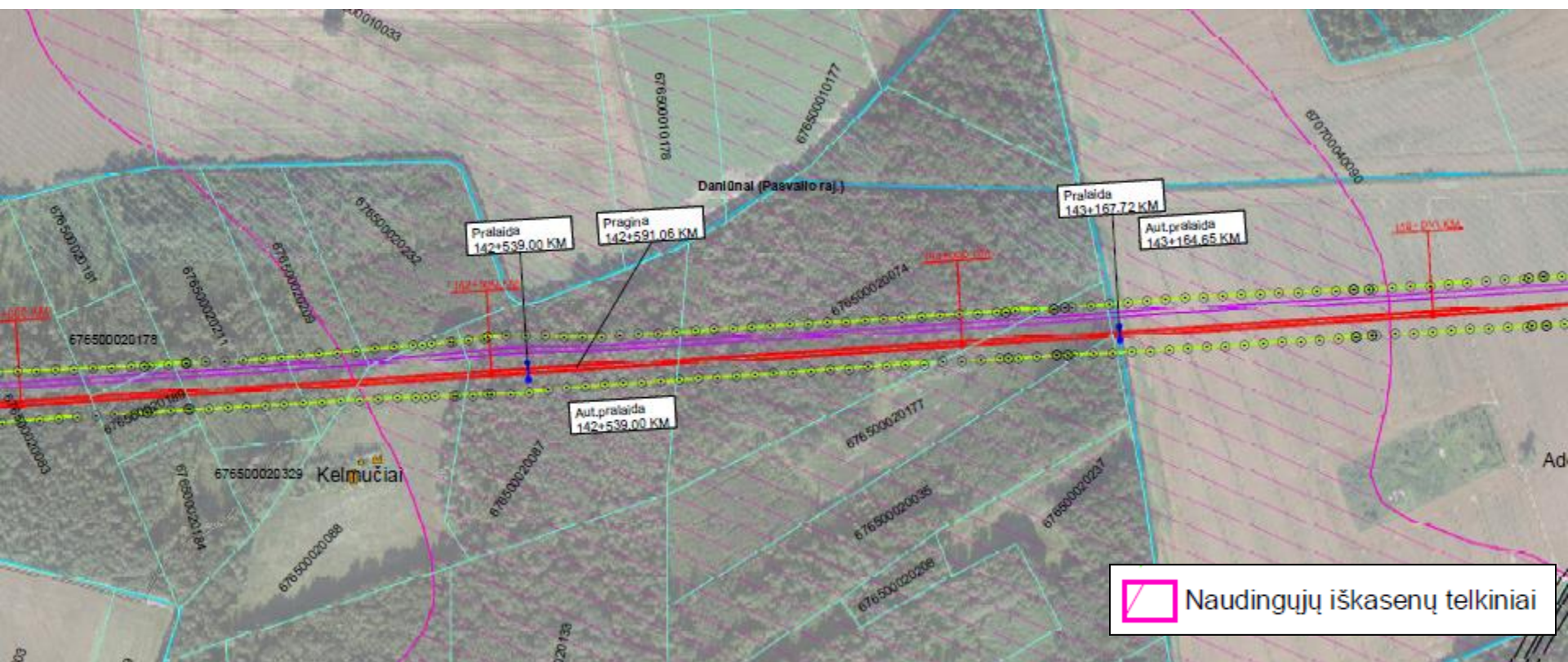
stabilizācijai
mulčēšana,
apsēšana,
aizsargseguma

3. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (zemes dzīles)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	<p>Ir iespējama tieša nozīmīga īslaicīga negatīva ietekme zemes ģeoloģiskās uzbūves dēļ. Minētā ietekme var izpausties kā dzelzceļa līnijas un tās tuvumā esošo teritoriju iegruvumi, nogāžu noslīdēšana, būvējamo dzelzceļa būvju (ceļu un tiltu) konstrukcijas bojājumi.</p> <p>Var būt piesārņoti pazemes ūdeņi un ūdenstilpes;</p>	<p>Zemes ģeoloģiskās uzbūves bojājumu dēļ var izpausties dzelzceļa līnijas un tās tuvumā esošo teritoriju iegruvumi un tie var ietekmēt vilcienu satiksmes negadījumus u.c. ekstremālās situācijas;</p> <p>Karsta teritorijās ir iespējamās zemes iegruvumi. Iegruvumu dēļ var tikt bojāta par vairāk nekā desmit kilometru garas dzelzceļa infrastruktūras konstrukcija. Noejot no sliedēm vilciena sastāvam, tiktu piesārņoti gruntsūdeņi un pazemes ūdeņi</p> <p>Var būt piesārņoti pazemes ūdeņi un ūdenstilpes;</p>
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	<p>Izstrādājot dzelzceļa līnijas tehnisko projektu, jāveic ģeoloģiskā izpēte un izsmeljoši jāizpēta karsta parādības. Konstatējot potenciālas karsta vietas, obligāta ir dzelzceļa līnijas konstrukcijas stiprināšana</p> <p>Ir aizliegts veikt darbus ūdenstilpju sanitārajās aizsargjoslās;</p> <p>Tiek ekspluatēta tikai tāda būvniecības tehnika un transportlīdzekļi, kas atbilst vides aizsardzības un tehniskajām prasībām.</p>	<p>Lai izvairītos no avārijām, ekspluatējot dzelzceļu, jāievēro visas prasības ritošajam sastāvam, infrastruktūrai un satiksmes vadībai.</p> <p>Lai izvairītos no pazems ūdeņu un ūdenstilpju piesārņojuma ir jābūt aizliegtam ierīkot ūdenstilpju sanitārajās zonās dzelzceļa līniju;</p> <p>Karsta teritorijās ir obligāta dzelzceļa līnijas konstrukcijas stiprināšana.</p>

4. Derīgie izrakteņi (nešķērso)

Nosaukums	Veids	Stāvoklis (ģeoloģiskas izpētīšanas pakāpe)	Kopējā platība, ha	Platības daļa, kas nonāk pārrunājamā teritorijā, %	Attālums līdz trasei, m	Trases posms, km
Daniūnai (Pasvales raj.)	Māls	Izmantojams (2)	483,70	57,26	0 (šķērso)	142,0 – 143,5
Šilas (Keliuotīškiai)	Kūdra	Neizmantojams (1)	199,79	1,03	677	145,0 - 146,0



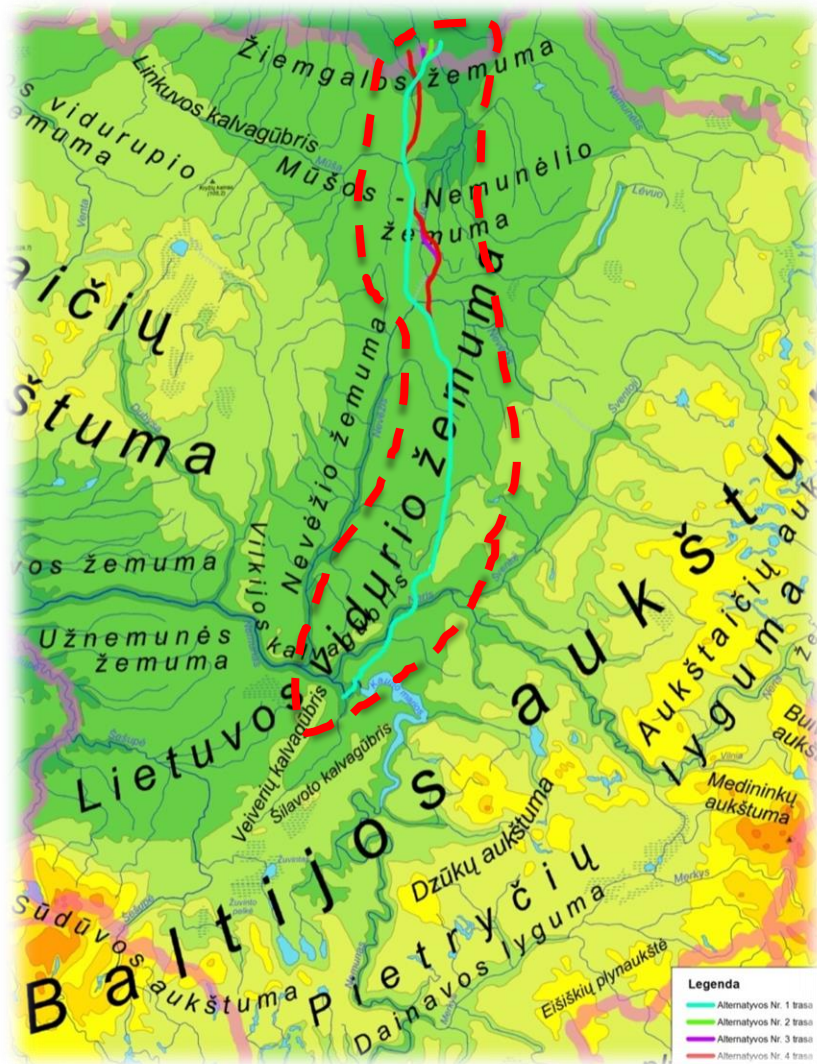
4. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (derīgie izrakteņi)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	Dzelzceļa līnijas būvniecības periodā var tikt piesārņotas vai citādi ierobežotas derīgo izrakteņu atradnes un darbība tajās. Minētie faktori var izpausties gadījumā, ja dzelzceļa līnija tiks būvēta virs derīgo izrakteņu atradnēm vai to teritoriju tuvumā. Visiem šiem faktoriem var būt nozīmīga, tieša, ilgtermiņa ietekme uz derīgo izrakteņu atradnēm.	-
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	Gadījumos, kad citu aspektu dēļ, kas nosaka trases novietojumu, tomēr tiek plānota derīgo izrakteņu atradņu šķērsošana, pirms dzelzceļa līnijas būvēšanas derīgo izrakteņu atradne noteiktajā kārtībā jāizsmeļ.	-

5. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (augšne)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	<p>Ir liela iespējamība, ka daļa augsnes tiks saspiesta ar būvniecības tehniku, kravas transportlīdzekļiem, piesārņota ar būvmateriāliem vai atkritumiem.</p> <p>Būvniecības laikā, ekspluatējot nehermētiskus būvniecības mehānismus un transportlīdzekļus, izlīstot būvmateriāliem, naftas produktiem, var tikt piesārņota augsne. Minētajiem faktoriem būtu ilgtermiņa negatīva ietekme uz augsni, augsnes mikrofloru</p>	Dzelzceļa līnijas ekspluatācijas periodā, ja notiek dzelzceļa transportlīdzekļu avārijas (traucējumi, vilcienu sadursmes, ekspluatējot nehermētiskus vagonus un lokomotīves), iespējama ilgtermiņa un vidēja termiņa negatīva ietekme uz augsni un augsnes piesārņojuma dēļ.
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	<p>Pirms būvniecības darbu uzsākšanas visas augsne būvniecības teritorijā jānoņem un jāglabā atsevišķi no pārējiem materiāliem kaudzēs, sargājot no piesārņojuma, kā arī lietus un virsmas ūdeņu izskalošanas.</p>	<p>Lai izvairītos no augsnes piesārņojuma avāriju dēļ, būvējot un ekspluatējot dzelzceļu, jāievēro visas prasības būvniecības tehnikai, ritošajam sastāvam, infrastruktūrai un satiksmes vadībai.</p>

6. Ainava



Plānotās dzelzceļa līnijas trases alternatīvas nokļūst:

- Mūsas-Mēmeles zemienē;
- Zemgales zemienē .

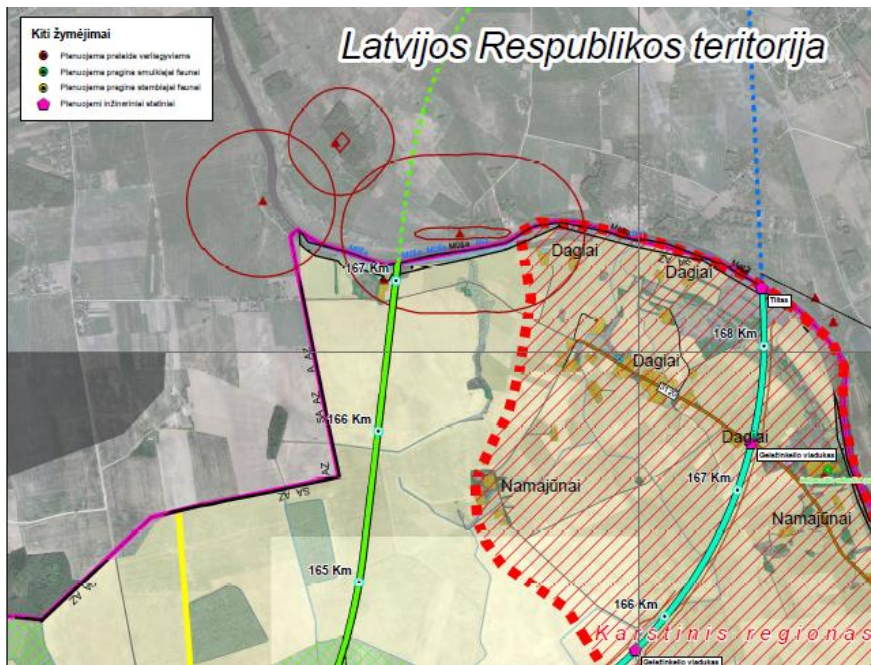
Plānojot dzelzceļa līniju vērā tika ņemts :

- Fiziomorfotopi;
- Biomorfotopi;
- Technomorfotopi;
- Videomorfotopi;
- Ģeokīmijas toposistēmas.

6. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (ainava)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	<p>Dzelzceļa līnijas būvniecības periodā būvniecības iekārtu (celtņu, sastatņu u. c.) izmantošanas dēļ, kā arī zemes reljefa mainīšanas darbu, augsnes kaudžu veidošanas dēļ plānota īstermiņa negatīva ietekme uz ainavu, kas tiks novērsta būvniecības perioda beigās.</p> <p>Arī veidojot dzelzceļa līnijas uzbērumus, dzelzceļa līnijas tiltus un viaduktus, pasažieru un kravas stacijas, kā arī pārkārtojot autoceļus, tiks mainīta arī apvidus ainava. Minēto faktoru dēļ paredzama ilgtermiņa negatīva ietekme uz ainavu.</p>	Dzelzceļa līnijas ekspluatācijas periodā negatīva ietekme uz vidi plānota paredzamās vilcienu satiksmes dēļ apvidos, kuros vilcienu satiksme līdz tam netika organizēta.
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	<p>Lai samazinātu negatīvo ietekmi uz ainavu, izstrādājot dzelzceļa līnijas tehnisko projektu un izvēloties dzelzceļa tiltu, trokšņa samazināšanas līdzekļu u. c. būvju konstrukcijas, jāņem vērā apvidum raksturīgā ainava.</p> <p>Lai samazinātu ainavas antropogēno piesārņojumu, dzelzceļa līnija jāapstāda ar dzelzceļa apstādījumiem</p>	Apstādījumu ierīkošana un kopšana.

7. Aizsargājamās teritorijas pierobežā ar Latvijas Republiku



Alternatīva Nr. 1 nerobežojas ar aizsargājamām teritorijām ;

Alternatīva Nr. 2 šķērso un robežojas ar aizsargājamām teritorijām :

- Eiropas Kopienas aizsargājamā teritorija 6450 Ziemeļu boreālās aluviālās pļavas
- Eiropas Kopienas aizsargājamā teritorija 6510 Ziemeļu pļaujamās pļavas (*Alopecurus pratensis*, *Sanguisorba officinalis*)

7. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (aizsargājamās teritorijas)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	<ul style="list-style-type: none"> ▪ Eiropas Kopienas aizsargājamo teritoriju 6450 Ziemeļu boreālās aluviālās pļavas un 6510 Zemieņu pļaujamās pļavas (<i>Alopecurus pratensis</i>, <i>Sanguisorba officinalis</i>) daļējā iznīcināšana <p>Aizsargājamo pļavu iznīcināšana vai to piesārņošana ar būvniecības materiāliem būvniecības laikā;</p>	Piesārņojums ekstremālo situāciju laikā;
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	<p>Izbūvējot dzelzceļa līnijas teritorijas ūdens novadīšanu, jānodrošina, lai virszemes ūdeņi neieklūtu aizsargājamā teritorijā;</p> <p>Jānodrošina, lai veicamie būvniecības darbi nenoritētu aizsargājamā teritorijā;</p> <p>Jānodrošina, lai būvniecības atlikumi nenonāktu aizsargājamā teritorijā;</p> <p>Jānodrošina, lai būvlaukumi un būvniecības materiālu glabātavas teritorijas netiktu ierīkotas aizsargājamā teritorijā;</p> <p>Būvdarbus veikt ārpus augu veģetācijas laika;</p>	Lai izvairītos no vilcienu avārijām, kļūmēm u.c. ekstremālām situācijām un aizsargājamās teritorijas piesārņošanas minēto faktoru dēļ, dzelzceļa līnijas ekspluatācijas laikā nepieciešams ievērot visas ritošā sastāva, infrastruktūras un satiksmes vadības prasības;

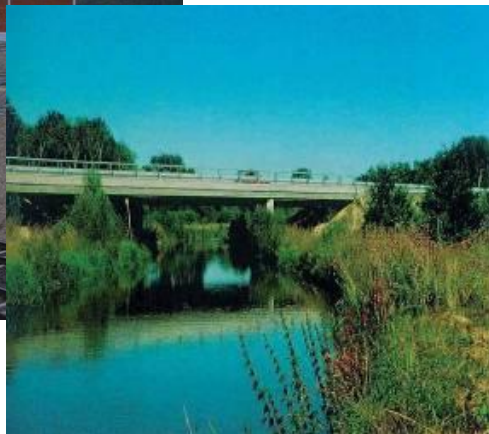
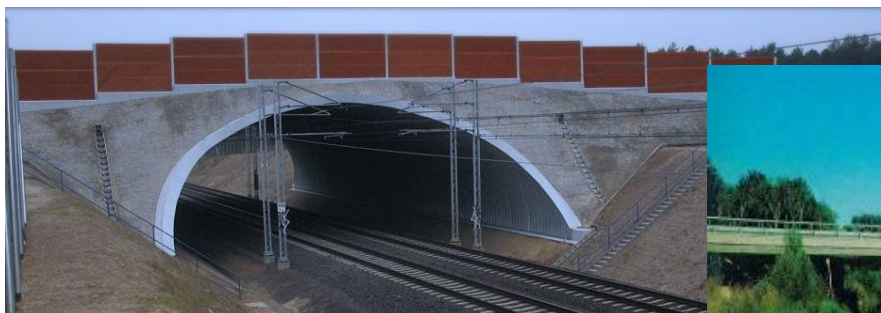
8. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (augu valsts)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	<p>Plānota mežu izciršana;</p> <p>Eiropas Kopienas aizsargājamo teritoriju (pļavu) iznīcināšana un piesārņošana ar būvmateriāliem.</p> <p>Dzelzceļa līnijai šķērsojot meža teritoriju, tiks likvidēti dzelzceļa joslā esošie meži aptuveni 50 m platumā</p>	Piesārņojums ekstremālo situāciju laikā;
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	<p>Pārvēršot mežu par cita veida derīgo zemi, to necirst augu valsts veģetācijas un putnu perēšanas laikā.</p> <p>Blzbūvējot dzelzceļa līnijas teritorijas ūdens novadīšanu, jānodrošina, lai virszemes ūdeņi neieklūtu mežos un pļavās un neizmainītu minēto teritoriju hidroloģisko režīmu ;</p> <p>Dzelzceļa līnijas apstādīšana ar dzelzceļa apstādījumiem</p>	<p>Lai izvairītos no vilcienu avārijām, kļūmēm u.c. ekstremālām situācijām un aizsargājamās teritorijas piesārņošanas minēto faktoru dēļ, dzelzceļa līnijas ekspluatācijas laikā nepieciešams ievērot visas ritošā sastāva, infrastruktūras un satiksmes vadības prasības;</p>

9. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (dzīvnieku valsts)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	<p>Zivju lokālo dzīvotņu izmaiņa;</p> <p>Zīdītāju lokālo dzīvotņu izmaiņa;</p> <p>Piesārņojums;</p>	<p>Zīdītāju dzīvotņu izmaiņu būvniecības ierīču radītā trokšņa un ūdens piesārņojuma dēļ zivis var pamest esošās dzīvotnes;</p> <p>Izbūvējot dzelzceļa līniju, kas visa būs iežogota, tiks radīta barjera, kas ierobežos zīdītāju migrāciju, izraisīs dzīvotņu un dabisko struktūru fragmentāciju</p> <p>Negatīva ietekme, kas rastos zīdītāju bojāejas un savainojumu dēļ, ja tiem pārbrauktu pāri vai tos notriektu vilciens</p>
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	<p>Nedrīkst sabojāt hidroloģisko režīmu;</p> <p>Lai izvairītos no upes nogāžu un krastu bojāšanas (iespējamās erozijas nākotnē), pēc tilta būvniecības pabeigšanas nepieciešams nostiprināt un apzaļumot nogāzes;</p> <p>Ir jāekspluatē tikai tā būvtehnika, kas atbilst vides aizsardzības un tehniskām prasībām;</p>	<p>Lai izvairītos no vilcienu avārijām, kļūmēm u.c. ekstremālām situācijām un aizsargājamās teritorijas piesārņošanas minēto faktoru dēļ, dzelzceļa līnijas ekspluatācijas laikā nepieciešams ievērot visas ritošā sastāva, infrastruktūras un satiksmes vadības prasības;</p> <p>Ir jāierīko zīdītāju zaļie tilti vai pārejas;</p> <p>Visa dzelzceļa līnija ir iežogota, lai novērstu zīdītāju bojāejas un savainojumu gadījumus tiem pārbraucot pāri vai notriecot ar vilcienu.</p>

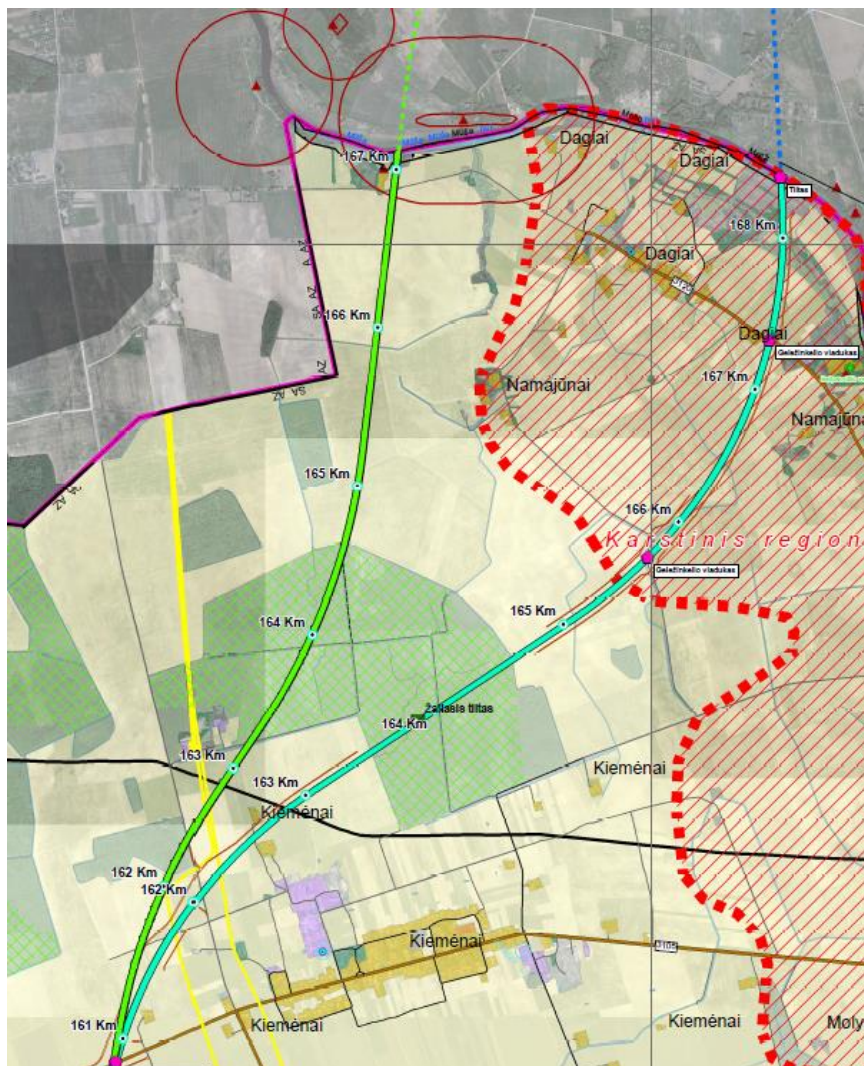
9. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (dzīvnieku valsts) (1)



- Zaļie tilti
- Pārejas
- Piemērojamie tilti un dzelzceļa viadukti

- Apžogojumi
- Tuneļi vardēm

9. Plānotie līdzekļi ietekmes samazināšanai (dzīvnieku valsts) (2)



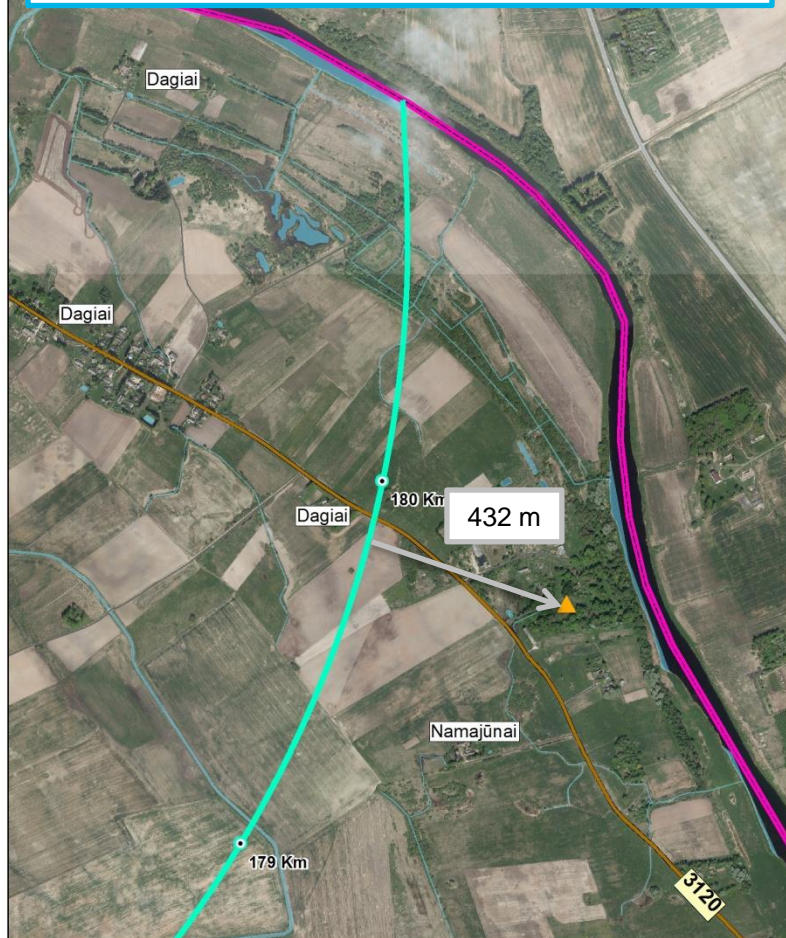
Plānotie līdzekļi :

- Zaļais tilts 164,0 km
- Piemērojams dzelzceļa viadukts 165,8 km
- Piemērojams dzelzceļa viadukts 167,4 km
- Piemērojams tilts pār Mūsas upi 168,4 km

10. Kultūras mantojuma vērtības

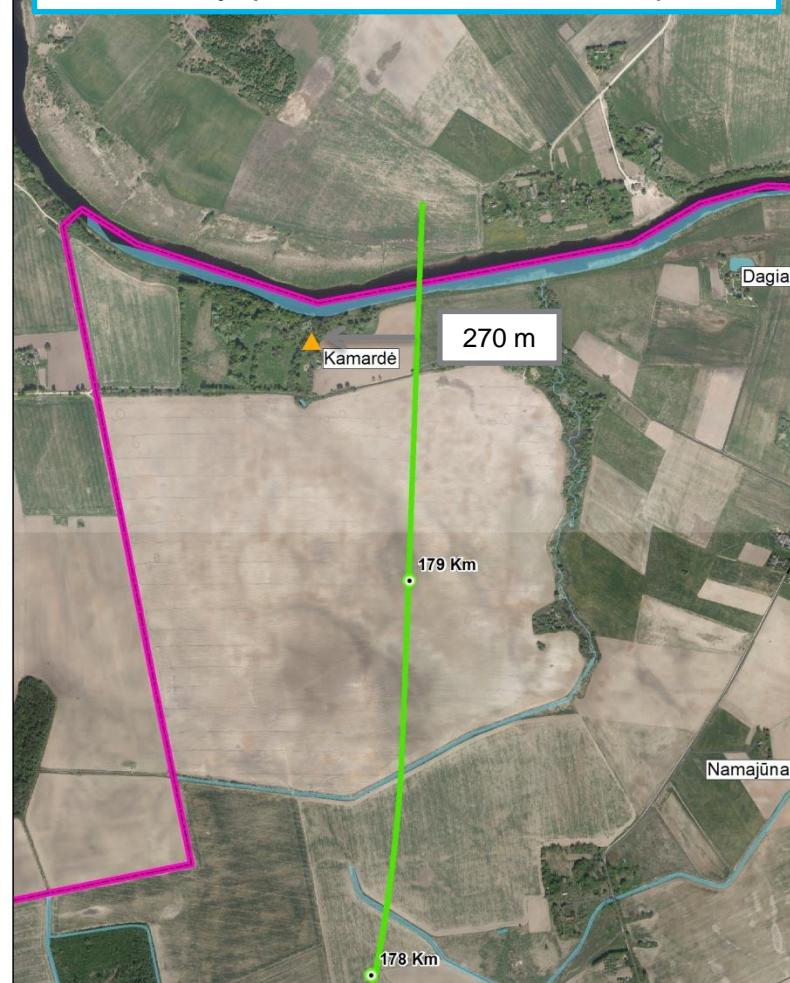
1. alternatīva

Bijušās muižas teritorija (414)
Pasvales raj. pašv., Baltpamūšio ciems., Saločiņ sen.



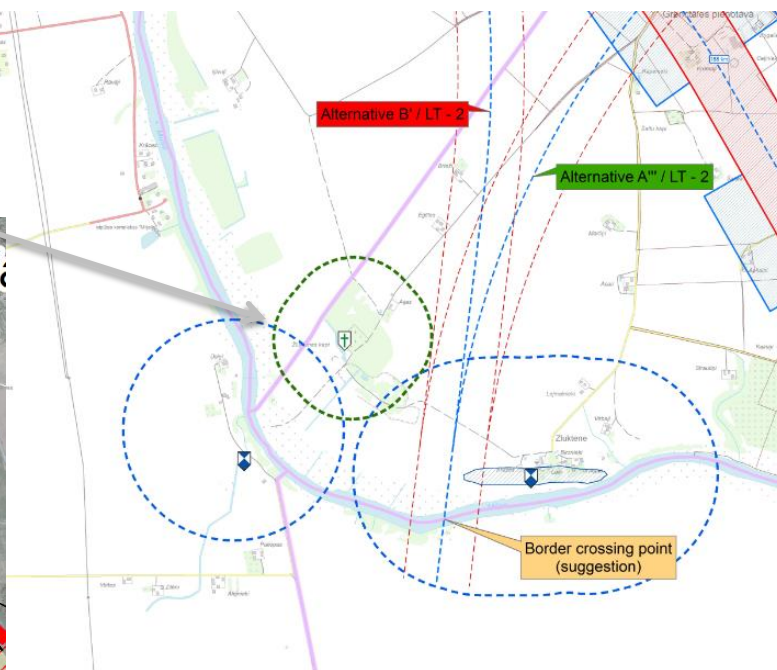
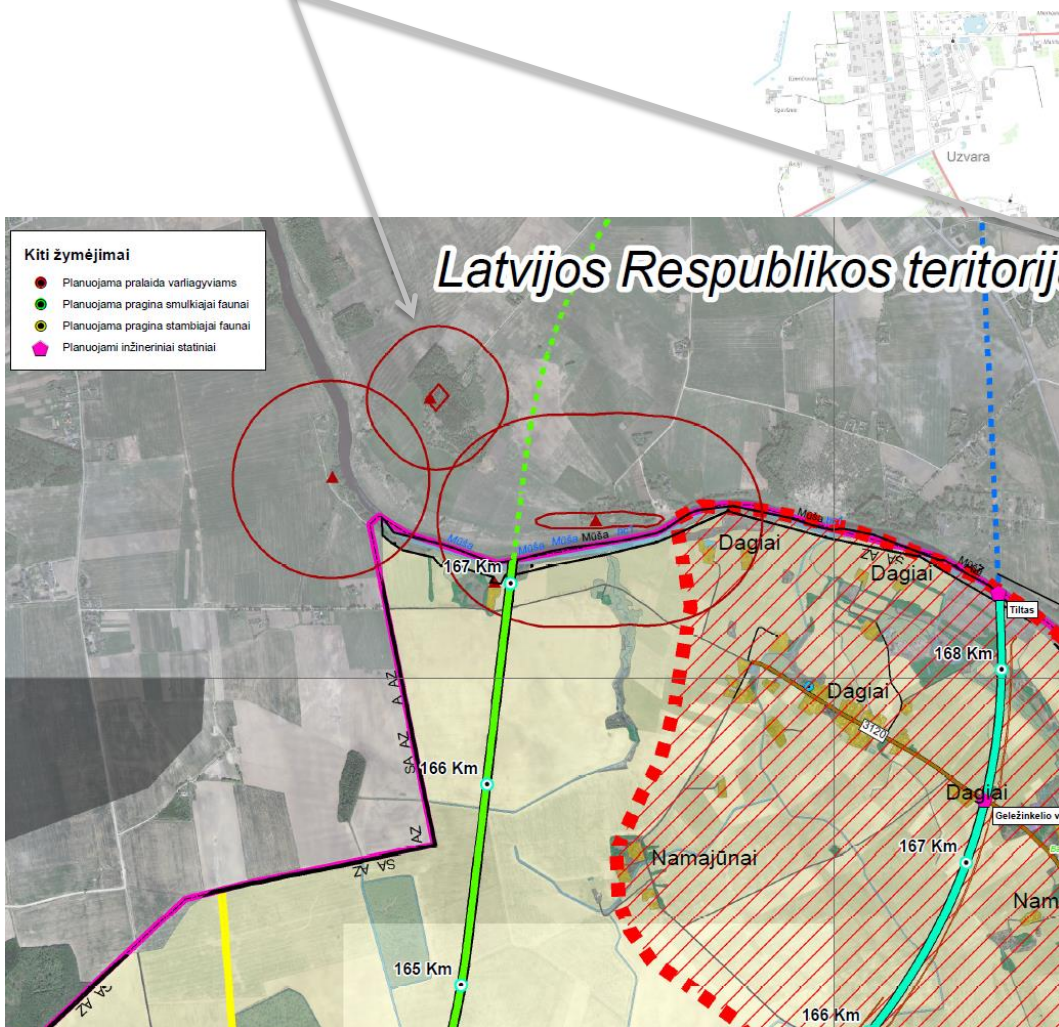
2. alternatīva

Bijušās muižas teritorijas fragmenti (425)
Pasvales raj.. pašv., Kamardes vs., Saločiņ sen.



10. Kultūras mantojuma vērtības Latvijas Republikas teritorijā

Zluktenes senkapu teritorijas aizsardzības zonas



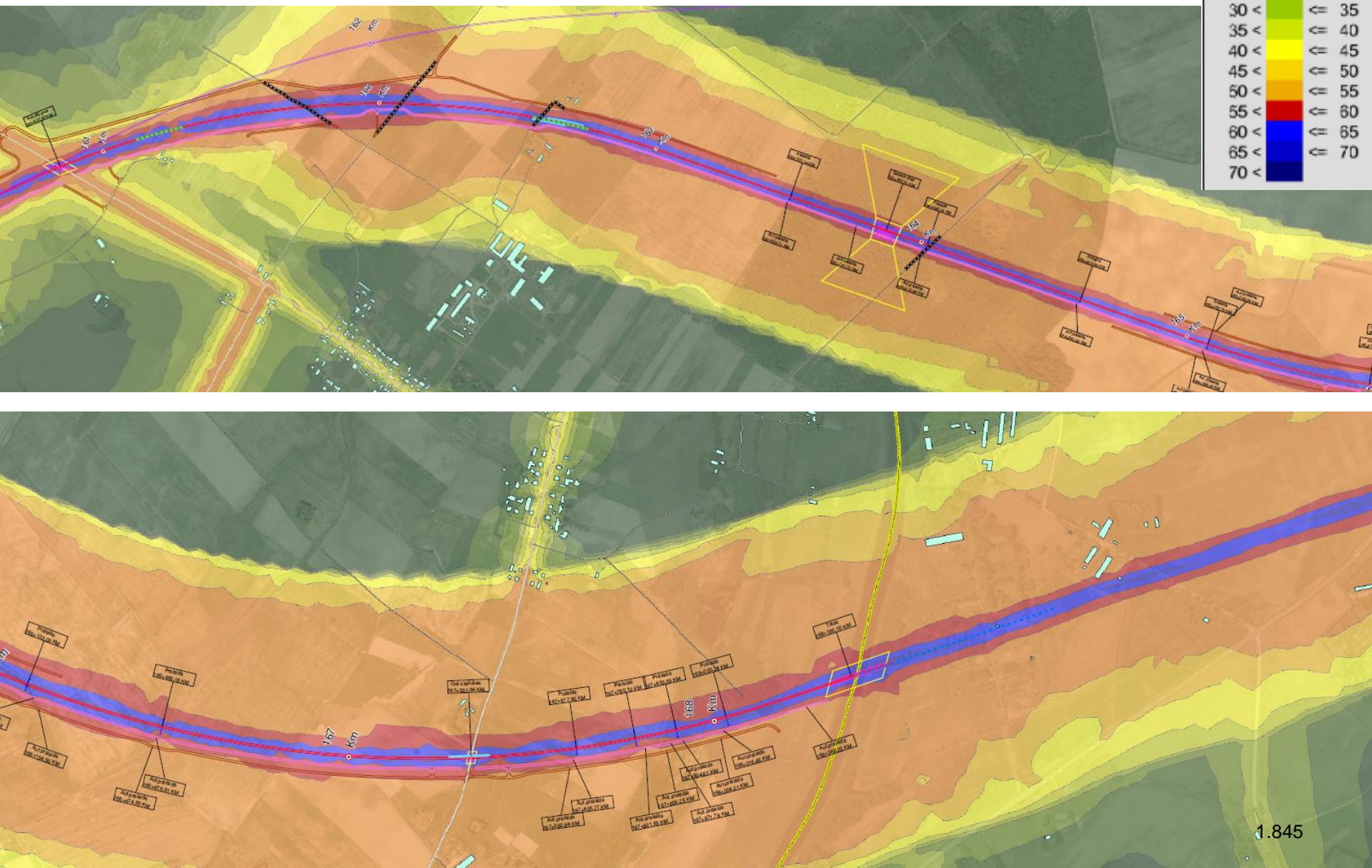
10. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (kultūras mantojuma vērtības)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	Vērtību iznīcināšana; Vērtību piemērotības un apmeklētības ierobežošana;	Dzelzceļa izraisītais troksnis var negatīvi ietekmēt kultūras mantojuma apmeklētību;
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	Plānojams pārbūvēt ceļus pie kultūras mantoja vērtības;	Trokšņa mazināšanas līdzekļu ierīkošana;

11. Plānotās saimnieciskās darbības ietekmes novērtējums un līdzekļi ietekmes samazināšanai (sabiedrības veselība)

Ietekme uz vidi un līdzekļi tās mazināšanai	Būvniecības periodā	Ekspluatācijas periodā
Iespējama ietekme uz vidi	<p>Trokšņa līmeņa pieaugums;</p> <p>Vibrācijas pieaugums dzelzceļa līnijas būvlaukumā, izmantojot būvniecības iekārtas un kravas transportlīdzekļus;</p> <p>Var pieaugt putekļu līmenis sabiedriskajās un dzīvojamās teritorijās smagu kravas transportlīdzekļu satiksmes ceļos ar grants-smilts maisījuma segumu;</p>	Dzelzceļa satiksmes dēļ tiek plānots dzelzceļa trokšņa un vibrācijas līmenis;
Līdzekļi negatīvās ietekmes samazināšanai vai kompensēšanai	<p>Lai mazinātu trokšņa līmeni ir jāierobežo būvdarbi izejamās dienās un svētku periodā;</p> <p>Būvdarbu veikšanas laikā ir jāizmanto pagaidu barjeras pret troksni;</p> <p>Izmantojami un uzstādāmi vibrācijas mazināšanas līdzekļi un tehnoloģijas</p> <p>Lai mazinātu putekļu rašanos ir jāizasfaltē ceļi, pa kuriem pārvietosies kravas transportlīdzekļi vai arī jāizmanto putekļu daudzumu mazinošas grants-smilts segumu saistvielas</p>	Troksni slāpējošu sienu, dambju, vibrācijas mazināšanas līdzekļu ierīkošana sabiedrisko un dzīvojamo teritoriju tuvumā;

11. iespējama ietekme uz vidi un līdzekļi ietekmes uz vidi mazināšanai (sabiedrības veselība)



12. Sociālā un ekonomiskā vide

- Būvniecības un ekspluatācijas periodā iespējama gan negatīva, gan pozitīva ietekme uz sociālo un ekonomisko vidi paredzamo faktoru dēļ:
-
- sociāli ekonomiskie faktori, tādi kā zemes pārvaldības maiņa (negatīvas sekas), pagaidu un pastāvīgu darbavietu radīšana, tirdzniecības un ražošanas pieaugums, transporta pakalpojumu apjomu palielināšanās;
- fiziskie vides faktori, tādi kā pieejamība (iedzīvotāju mobilitāte – pozitīvas un negatīvas sekas), satiksmes drošība, ārkārtas situāciju (avāriju) iespējamība;
- psiholoģiskie faktori, tādi kā konflikta situācijas, neapmierinātība zemes pārvaldības, ietekmes uz vidi un veselību, ārkārtas situāciju u. c. dēļ;

Līdzekļi negatīvās ietekmes samazināšanai

- Intensīva projekta lietderības popularizēšana sabiedrībā;
- Efektīva negatīvās ietekmes samazināšanas līdzekļu īstenošana;
- Raita nākamo projekta posmu – zemes pieejamības sabiedriskām vajadzībām projekta – īstenošana.

12. Autoceļu pārbūvēšana

- Saskaņā ar **Pārbrauktuvju ierīkošanas un izmantošanas noteikumu 29. punktu** ir aizliegts ierīkot **jaunas pārbrauktuves**, kad pārbrauktuvju un pārēju **dzelzceļos**, kuros esošs vai plānojams vilcienu ātrums ir lielāks nekā 120 km/h
- **Visas plānojamas dzelzceļa līnijas krustošanās ar autoceļiem vietās ir paredzēti divi līmeņu krustojumi**, ierīkojot **viaduktus**;
- Valsts nozīmes maģistrālie, reģionālie, rajona ceļi netiek pārbūvēti. Krustojumos ar plānotu dzelzceļa līniju viaduktu ierīkošanai tiek izveidoti zemesgabali;
- Plānojamus dzelzceļa līnijas krustojamos **vietējās nozīmes** ceļus ir paredzēts pārbūvēt, tos savstarpēji apvienojot, pievienojot pie valsts nozīmes ceļu tīkla vai ierīkojot divu līmeņu krustojumus – dzelzceļa viaduktus.
- Plānojot autoceļu pārbūves mērķis ir nodrošināt visu zemesgabalu, kas atrodas abās dzelzceļa līnijas pusēs, pieejamību.
- Vietējās nozīmes ceļus pievienojot pie valsts nozīmes ceļu tīkla vērā tiek ņemtas attālumu starp valsts nozīmes ceļu krustojumiem prasības :
 - Maģistrālie (ik 1000-5000 m);
 - Reģiona (ik 500 m);
 - Rajona (ik 100 m);

12. Autoceļu pārbūve



13. IZSKATĪTO ALTERNATĪVU ANALĪZE, NORĀDOT TO IZVĒLES IEMESLUS,

1. Atzīmējams, ka IVN atskaitē izskatītās alternatīvas no Palemonas stacijas piketa 0+00 KM līdz 160+500 KM piketam sakrīt
2. Vērtējot 160+500 KM alternatīvas, atzīmējams, ka alternatīva Nr. 2 ir par 1,27 km īsāka, tāpēc tās īstenošana būtu arī atbilstoši lētāka. Alternatīva Nr. 2 arī nešķērso Ziemeļlietuvas karsta reģiona teritorijas. Tāpēc tās īstenošana no ģeoloģiskā aspekta būtu racionālāka un mazāk riskanta attiecībā uz karsta parādību iespējamo negatīvo ietekmi uz vidi un sabiedrības veselību.
3. Tāpat atzīmējams, ka, kaut arī pilnīgi izpētītajā alternatīvas Nr. 1 daļā no 165.–168. km, kas ietilpst Ziemeļlietuvas karsta reģiona teritorijā, karsta parādību pazīmes netika konstatētas, jebkurā gadījumā saglabājas ticamība tās atklāt, dzelzceļa līnijas būvniecības tehnisko projektu gatavošanas laikā veicot papildu ģeoloģisko izpēti. Konstatējot minētās karsta parādības, strauji pieaugtu dzelzceļa līnijas būvniecības izmaksas.
4. Vērtējot dzelzceļa līnijas alternatīvas Nr. 2 pārrobežu ietekmi, atzīmējams, ka dzelzceļa līnija Latvijas Republikas teritorijā šķērsotu blīvi apdzīvotas teritorijas, vērtīgas lauksaimniecības teritorijas, kultūras mantojuma objektu aizsardzības zonas, Eiropas Kopienas aizsargājamas teritorijas un neatbilst Zemgales reģiona teritoriju plānošanas dokumentu risinājumiem.
5. Alternatīvas Nr. 2 robežas šķērsošanas punkts nesakrīt ar AECOM priekšizpētē un Latvijas sagatavotajā pētījumā un IVN atskaitē norādītu robežas šķērsošanas punktu.

Nemot vērā Latvijas Republikas institūciju prasības un minētos alternatīvas Nr. 2 trūkumus, šajā IVN atskaitē vērtētā alternatīva Nr. 1 tiek noteikta par racionālāko un optimālo alternatīvu.

14. IESPĒJAMĀS EKSTREMĀLĀS SITUĀCIJAS UN PASĀKUMI, LAI NO TĀM IZVAIRĪTOS UN LIKVIDĒTU TO SEKAS

1. Atzīmējams, ka 25–40 proc. pa dzelzceļu pārvadājamo kravu ir bīstamas (nafta un naftas produkti, šķidrās un graudainās mēslojums, ķīmijas produkti u.c.), t.i., materiāli un izstrādājumi, kuri sava ķīmiskā sastāva vai fizisko īpašību dēļ var apdraudēt cilvēku veselību, vidi vai īpašumu.
- 2., Lietuvas Republikā bīstamo kravu automobiļu, dzelzceļa un iekšējo ūdeņu transporta pārvadājumu likums nosaka bīstamo kravu dzelzceļa transporta pārvadājumu tiesiskos un organizatoriskos pamatus ar mērķi nodrošināt drošu bīstamo kravu pārvadāšanu. Atzīmējams, ka arī visas pārvadājamās kravas tiek pārbaudītas Bīstamo kravu automobiļu, dzelzceļa un iekšējo ūdeņu transporta pārvadājumu pārbaudes kārtībā aprakstītajā kārtībā, kura saskaņā ar Padomes 1995. g. 6. oktobra Direktīvu 95/50/EK par vienotu kārtību, kādā pārbauda bīstamo kravu pārvadāšanu pa autoceļiem (OV 2004. g., īpašais izdevums, 7. sadaļa, 282. lpp), ir kopīga visā ES teritorijā, ieskaitot Rail Baltica projekta valstu teritorijas.
3. Visas valstis, kas pārvadā bīstamas kravas pa dzelzceļu, ievēro arī Konvencijas par starptautiskajiem dzelzceļa pārvadājumiem (*COTIF*) C papildinājuma „Bīstamo kravu starptautisko dzelzceļa pārvadājumu noteikumi (*RID*)” prasības. ES valstīs piemērojamas Eiropas Parlamenta un Padomes Direktīvas 2008/68/EK par bīstamo kravu iekšzemes pārvadājumiem prasības.
4. Ekstremālu situāciju gadījumos būtu jāpiemēro AS „*Lietuvos geležinkeliai*” paredzētā ekstremālu situāciju gadījumu kārtība, kas atbilst visu šajā sadaļā minēto tiesību aktu prasībām. Drīzumā būtu jāpiemēro šajā atskaitē paredzētie pasākumi ietekmes uz vidi samazināšanai.



14. IESPĒJAMĀS EKSTREMĀLĀS SITUĀCIJAS UN PASĀKUMI, LAI NO TĀM IZVAIRĪTOS UN LIKVIDĒTU TO SEKAS

5. Tāpat atzīmējams, ka gar visu plānoto dzelzceļa līniju ir paredzēts tehniskās apkopes ceļš, kas tiks izmantots, lai nodrošinātu piebraukšanu plānotās dzelzceļa līnijas būvēm un citiem infrastruktūras objektiem. Tehniskās apkopes ceļi pieskaitāmi iekšzemes ceļiem, tāpēc nav paredzēts šos ceļus izmantot publiskai satiksmei. Tomēr atzīmējams, ka minētos ceļus paredzēts izmantot, lai nodrošinātu piebraukšanu īpaši paredzētam autotransportam ekstremālās situācijās (ugunsgrēki, vagonu noiešana no sliedēm, bīstamu kravu izlīšana, avārijas, kļūmes). Minētie ceļi ir savienoti ar visiem vietējas un valsts nozīmes autoceļiem, ar kuriem tie krustojas. Tāpēc, tos izmantojot ekstremālās situācijās, pie avārijas vietas varēs piebraukt gan neatliekamās medicīniskās palīdzības, gan uguns aizsardzības, vides aizsardzības, civilaizsardzības, policijas, armijas vai citu īpaša nolūka organizāciju automobiļi, lai likvidētu avārijas sekas.

6. Būtiski arī atzīmēt, ka 1435 mm platuma sliedes Kauņas dzelzceļa stacijā un 1435 mm platuma sliedes Paņevēžas dzelzceļa pasažieru stacijā ir ceļi, uz kuriem paredzēts stāvēt ekstremālās situācijās (avārijās) izmantojamiem ugunsdzēsības un ekstremālu situāciju vilcieniem. Analogiski šādi vilcienu stāvēšanas ceļi ar palīdzības vilcieniem ir paredzēti arī kaimiņvalstīs (Polijā un Latvijā). Tāpēc liela mēroga ekstremālu situāciju vai pierobežas teritorijā radušos situāciju gadījumā būtu jāsniedz abpusēja pārrobežu palīdzība.

Paldies par uzmanību!

Lithuania@aecom.com





Projektu administravimo
vadovė
Ieva Speteliūnaitė

GAUTA

Vides pārraudzības valsts birojs

2016 -11- 24

Environment State Bureau of the Republic of Latvia

Nr.

Aecm-16/602-1

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Rīga

November 24, 2016 No 3-01/1507

Ref.to: No (10-3)-D8-7473, 4 October 2016

Espoo focal point:

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Regarding Environmental impact assessment for the construction of European-standard railway line between Kaunas and the Lithuanian/Latvian state border

Environment State Bureau (hereinafter referred to as Bureau), acting as a competent authority in the field of environmental impact assessment (hereinafter referred to as EIA) in the Republic of Latvia (hereinafter referred to as Latvia) would like to thank the Ministry of Environment of the Republic of Lithuania (hereinafter referred to as Lithuania) for EIA documentation regarding the development project "*construction of European-standard railway line between Kaunas and the Lithuanian/Latvian state border*". We also thank the Ministry of Environment of Lithuania for a fruitful and constructive collaboration and project developers for the constructive dialogue and discussions during public meeting that was held in Bauska on October 27.

The results of EIA and related documentation were made publicly available and comments from the Ministry of Foreign Affairs, the Administration of Zemgale Planning Region, Nature Conservation Agency and Environmental regional board were received.

For the reason EIA of the development project "*Construction of European gauge public railway line "Rail Baltica" infrastructure*" has already concluded in Latvia and strategic environmental assessment for the European gauge railway line between Kaunas and the Lithuanian – Latvian border was already carried out in Lithuania - most of the concerns in relation to the scope and scale of the Rail Baltica project have been addressed through extensive public and transboundary consultation efforts (by both countries) in previous years. Therefore - main sensitive issues in the transboundary context were already identified, bilaterally discussed and solved.

The results of successful outcome of collaborative work between both parties also derive from the results of public consultation. Having assessed the received comments Bureau concludes, that there are no significant issues of environmental concern raised regarding the potential transboundary impacts and Latvia acknowledges the conclusions of EIA report recommending border crossing route that complies with the accepted route by the Cabinet of Ministers of the Republic of Latvia on August 24, 2016.

In addition we draw your attention that Nature Conservation Agency recommends to foresee the natural valley of river Musa under the bridge as an animal crossing route. Such solution with an aim to mitigate the impact of territory fragmentation was chosen as applicable at most of the river crossing points in the territory of Latvia.

We once again thank the Ministry of Environment of the Republic of Lithuania for successful bilateral cooperation in the field of environmental impact assessment and are looking forward to receiving information about the final decision.

Furthermore we take the opportunity to inform, that after the Order No 467 of the Cabinet of Ministers „*On acceptance of the intended activity for construction of the European standard gauge public railway infrastructure line Rail Baltica*” was issued on August 24, local municipalities have started to update their respective territory plans (if necessary), adjusting the transport corridors in accordance to the accepted Rail Baltica route. Bauska district council is one of the municipalities that have started such process. Since the only purpose of update is definition of Rail Baltica route according to the alternatives chosen by final decision of EIA (respectively discharging from reservation status territories of other alternatives), - strategic environmental impact assessment is not applied.

Yours sincerely,

Director



Arnolds Lukševics

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