



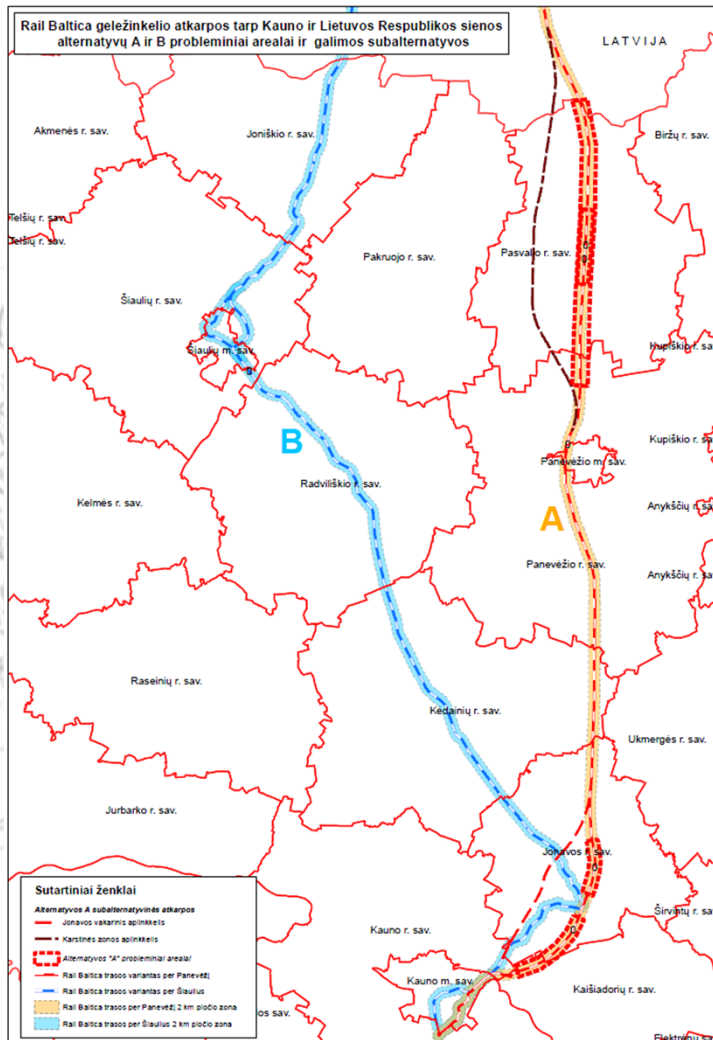
European-standard railway line Kaunas – Lithuanian/Latvian state border (Rail Baltica 2)



Seminar on Cooperation on the Espoo Convention in the Baltic Sea Region
Vilnius, 28-29th of September



Background



- Option B : Kaunas – Šiauliai – Lithuanian-Latvian Border (Master Plan of the Territory of Lithuania (Option B).
- Option A: Kaunas – Panevėžys – Lithuanian-Latvian Border (based on recommendations provided in the Study for a Standard Gauge Separate Railway Line within the “Rail Baltica” Corridor through Estonia, Latvia and Lithuania (AECOM, 2011)
- SEA to compare these options in 2013. Conclusions: Option A – priority option (more balanced with respect to natural, social and economic impacts). Need for optimal routing of sub-options in two sections of Option A (at Jonava and at Pasvalys).
- Strong political will to support AECOM’s study route – joint statements, declarations



Recent developments

Preparation of the special territorial plan of the European standard railway line Kaunas–Lithuanian/Latvian border

Planning Organiser: The Ministry of Transport and Communications of the Republic of Lithuania

Planning Territory: Part of the territories of Kaunas and Panevėžys Counties

The main planning task is to select the optimal route, to determine border crossing point, to reserve territories for the laying of the line

To achieve these goals SEA is carried out.



SEA (1)

Preparatory stage in 2014, SEA documentation in 2015

Affected Party - Latvia (notification March 2015)

Coordination meeting in Riga, April 2015,

Further expert consultations April-June

Public hearing meeting regarding SEA report in Riga,
July 2015

Finalisation of the SEA – by the end of 2015

For the time being the comments by the public,
authorities, Latvian institutions and public are under the
evaluation

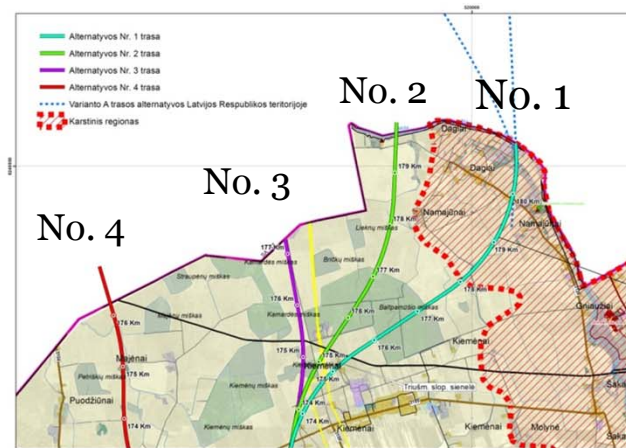
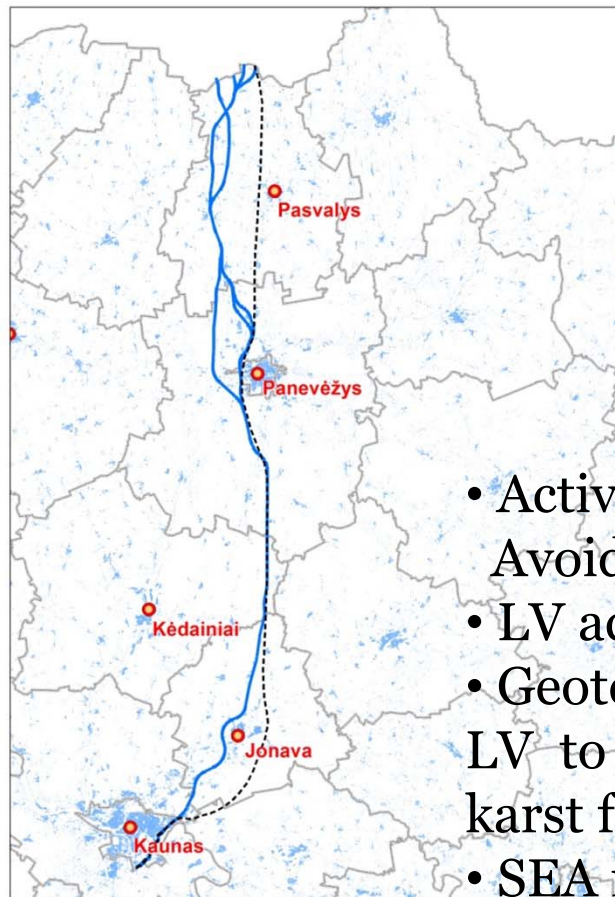
Adoption of the special territorial plan in 2016





SEA (2)

Transboundary aspect



Alternative border crossing points

- Active karst processes in the Pasvalys region. Avoidance of possible risks is the highest priority
- LV accepts Alternative No. 1
- Geotechnical and geophysical study work in LT and LV to support decision making - no modern active karst formation process
- SEA identifies Alternative No.1 with the highest score



SEA (3)

National aspects

The need to investigate and identify further sub-options in the Jonava area, as the local authorities and the inhabitants are against the proposed alternative.

If the new sub-option to be identified, the public hearing procedure will be repeated in the area, in order to ensure the proper information of the affected public and local authorities.

Selection process of the favourable alternative should take into account not only the current situation, but also the further developments of the region and the added value which could bring the railway infrastructure.



EIA

EIA for the European standard railway line Kaunas–Lithuanian/Latvian project

Affected Party - **Latvia** (notification June 2015)

The developer – Company “Lietuvos Geležinkeliai” under the authority of Ministry of Transport and Communication

EIA carried in parallel with territorial planning process and SEA.

Two main alternative were considered for the assessment: Alternative No. 1 and No. 2 (alternatives No.3 and No. 4 were eliminated taking into account the bilateral consultations with Latvia and SEA information)

Scoping phase finalised in mid September

EIA report is under the preparation, will use the results of the SEA to further assess possible impacts focusing on concrete impact mitigation measures.



Challenges

- Ensure planning coherence and coordination across the borders concerned
useful tool – coordination meetings prior official consultation phases in order to identify possible obstacles, ensure comprehensive documentation, smooth procedures and avoidance of delays.
- Risk assessment and management, taking into account the transnational nature of the project. The cooperation of the Parties' of Origin in the case of accidents should be elaborated.
useful tool – bilateral/multilateral commission, steering committee's to enhance further cooperation
- Coherent and thorough assessment of impacts on the environment and public health by using comparable data and methodologies, in order to ensure the proper selection of alternatives (locational and technological) and mitigation measures
useful tool – bilateral/multilateral cooperation of experts carrying out investigations and assessments (exchange of data, study results and etc.).



Thank you