



Vides pārraudzības valsts birojs

Environment State Bureau of the Republic of Latvia

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February 5, 2015 No 3-02/203

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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@vpvb.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 Salacgrīva 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.

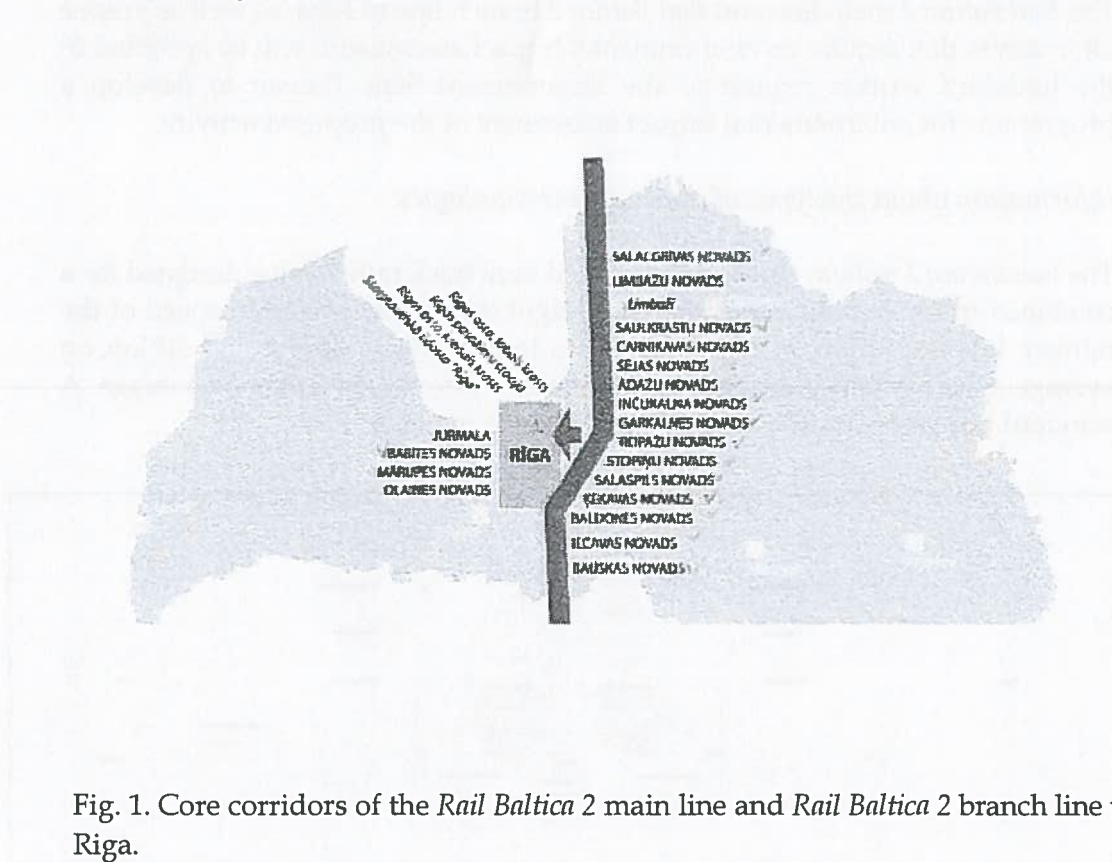


Fig. 1. Core corridors of the *Rail Baltica 2* main line and *Rail Baltica 2* branch line to Riga.

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

- Salacgrīva County
- Limbaži County
- Seja County
- Adazi County
- Garkalne County
- Incukalna County
- Ropāži County
- Stopiņi County
- Salaspils County
- Kekava County
- Baldone County
- Riga
- 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.

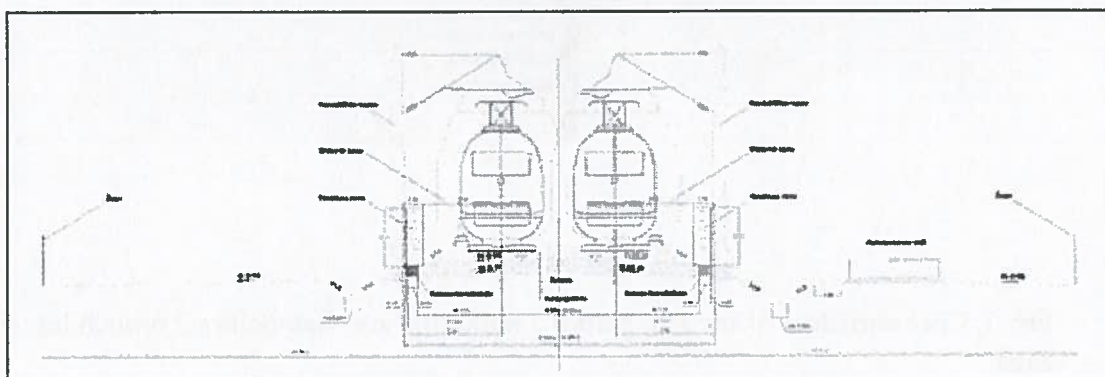


Fig. 2. Standard transverse profile of the *Rail Baltica*.

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, Ķivuļurga, 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.
Vitrupes 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.
Dzeltes Krona 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
Piejura 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 Piejura 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
- - - (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
- ⬇ in the Riga International Airport

LITHUANIA

0 10 km

ESTONIA