

**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.

