

Environment State Bureau of the Republic of Latvia  
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Rīga LV-1045  
Latvia

Yours: March 27, 2019 No 5-01/270  
Ref to: Feb 7, 2020 No 7-12/20/12-2  
and Feb, 7 2020 No 7-12/20/13-2

Ours: October 6, 2020 No KA-KKJ-3/183-2

### **Answers in relation of Liivi Bay Windfarm developed by Eesti Energia AS**

We hereby inform You that we are providing the EIA Programme translated into Latvian. Please use it for publication procedures in Latvia. In return we kindly ask You to give us an overview of the next steps and dates involved with EIA procedures in Latvia.

We would like to emphasise that the idea of the EIA Programme is to assess preliminarily the possible environmental impacts connected with the Project and to clarify the significant environmental impacts, that need to be assessed in the EIA much more thoroughly. As a result, there will be also a list of studies for EIA.

In relation to the suggestions made in your letter we would like to reply as follows using the same numeration as in Your respective letter:

1. We have included Latvian republic into the section of an EIA program which covers navigation issues. We have taken into account the local Maritime Spatial Plan of Pärnu maritime area and navigation areas and regime of Estonia and consult with relevant authorities and as a preliminary assessment result the Liivi Bay Windfarm location has an impact only to Estonian navigation regime and does not have an impact of accessibility to Latvian ports. But to confirm our preliminary results we kindly ask you to provide the direct contacts of an official authority responsible for Latvian maritime navigation and maritime safety. For more details about navigational and maritime safety please look at the EIA program Table 4 section Hydrodynamics, ice risks, navigation risks, possible oil spillage, including Latvian republic.
2. We have included Latvian republic also into the section of an EIA program which covers navigation risks and safety. At the current phase of the Project the large cargo and passenger vessels are not allowed to drive through the Windfarm area due the possible collision risks. The small vessels do not have navigation limitations, except anchoring within the Windfarm area is forbidden due the possible risk of seabed cable breakage during the anchoring. Possible accidents and risks will be evaluated during impact assessments, but as a preliminary assessment result the major accidents are not foreseen because the impacts can be comparable to small vessels. For more details please look at the EIA program Table 4 – the same section as mentioned in the previous section. To ensure harmonious co-operation if possible, please provide us the contacts of Latvian responsible authority on respective field.
3. You have requested information about intended security and protection areas of the Windfarm during the building and maintenance period. The main restrictions to guarantee security are mentioned in the previous section. The potential facility service sites, fuel and other facility supply and resource delivery routes will be planned and assessed and agreed during the Basic Design phase. At the current moment the focus is to find specific coordinates for the windmills and later start with the detailed designing process and assess the results in the EIA. According to preliminary assessment it is known that only few ships are working at the same time during the building period. So, the impact to the current official marine traffic is not significant. For final conclusions the topic is added to the EIA – please look at the EIA program Table 4. If you have specific topics that need to be certainly assessed, we ask you to provide us the contacts of the responsible authority.

4. The detailed accident scenarios and their countermeasures will be assessed during the Basic Designing phase of the Project. The main idea of EIA is to assess accidents that are most likely to occur and that are directly involved with the Windfarm – like oil spillage etc. In preliminary assessment we do not foresee major accidents, because there will not be any employees working daily on the windfarm. Also, the idea is to keep the windmills away from the navigational routes, to secure the vessels. In case of major accident with possible human victims, the owner of the windfarm is not proficient enough to carry out rescue operation. The competent authority is the Rescue Board. It means that EIA is not relevant process to assess these questions required by You.
5. Possible impact on sediment flow and regime of current flow will be analysed thoroughly in EIA report. For more specific details please look at the EIA program Table 4 section Fish.
6. Possible impact of underwater habitats, birds and marine fauna will be assessed thoroughly in EIA report. For more specific details please look at the EIA program Table 4 sections Underwater habitats and Birds.
7. We have updated Natura assessment in the section 6 of the EIA program and we have added also Latvian relevant Natura areas.
8. Possible growth of population of seagrass will be thoroughly analysed in EIA report. Regarding current Project there is no plan to develop shellfish aquaculture area. But possible changes in the marine flora will be assessed in the EIA anyway. Although the shellfish aquaculture development is not a part of the Project, the preliminary assessment of possible impacts will be added to the EIA. For more specific details please look at the EIA program Table 4 section Underwater habitats.
9. Cumulative impacts of the projects in the nearby area will be considered according to public information regarding the projects that have already started. It means, that if there is not any technical and environmental impact assessment information available, we are not able to assess cumulative impacts of different Windfarms. As a conclusion, if the information of other projects is available, it will be added to the EIA.

Besides above mentioned we have implemented a separate subsection 9.3.1 in the EIA Programme which describes co-operation with Latvian republic during this EIA process and adjusted EIA process timeline in table 7 accordingly.

With the best environmental regards,

  
Margus Vals  
Member of the Management Board