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I.	Project description and objectives
Title:	**Electrification of the Kaišiadorys-Klaipėda (Draugystė Station) section.** **Phase II**
Number:	**08-027-P-0001**
Owner:	AB LTG Infra
Brief presentation:	The railway section Kaišiadorys – Klaipėda (Draugystė Station), 321 km long, belongs to the 423.9 km long railway line V.S.–Kena–Klaipėda (Draugystė Station). The line is one of the most intensively used lines in Lithuania: the volume of freight transported on the line accounts for more than 60% of the freight flows transported by rail in the direction of Klaipėda Port, and the passengers transported on the line account for more than 38.7% of all passengers transported by rail. On the line Kaišiadorys – Klaipėda (Draugystė Station), freight and passenger traffic is currently carried by diesel traction. The project addresses the following issues: 1) to enable the reduction of fossil fuel use in the railway sector, thus reducing environmental pollution; 2) to enable the increase of efficiency in the railway transport sector; 3) to implement the provisions of Regulation (EU) No 2024/1679 of the European Parliament and of the European Union of 13 June 2024 (EU Regulation No 2024/1679), as the existing railway infrastructure does not comply with the requirements due to the low level of electrification of the rail network. The need to address the first and second challenges is set out in the Roadmap to a Single European Transport Area (White Paper), the European Commission Communication “EUROPE 2020: A strategy for smart, sustainable and inclusive growth”, and EU Regulation No 2024/1679. Electrification of the IXB corridor section Kaišiadorys–Klaipėda (Draugystė Station) will increase the attractiveness of rail transport for passengers and freight and reduce environmental pollution. The implementation of the project will significantly contribute to the integration of the national rail transport system into the TEN-T transport networks. The electrification of the rail network would pave the way for a shift from fossil fuels to renewable energy sources in rail transport, reduce the

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	environmental impact and increase the attractiveness of rail freight transport by using environmentally friendly means. From an environmental perspective, rail transport is currently not sufficiently efficient due to the low level of railway electrification and the outdated rolling stock. Due to the low electrification rate of the railway network, most journeys are operated by diesel trains, which are significantly more polluting than electric trains. Following the implementation of the project, conditions will be created for the use of electric traction rolling stock along the entire section from the state border with Belarus (Kena Station) to Klaipėda (Draugystė Station). This will contribute significantly to reducing the use of fossil fuels in rail transport, reduce greenhouse gas emissions by at least 8,506.5 tonnes of CO2 equivalent per year, and contribute to the development of a sustainable and environmentally friendly transport system in Lithuania.
Objective and results:	The objective of the project is to modernise the infrastructure of the railway system of the section Kaišiadorys-Klaipėda (Draugystė Station) of the trans-European transport network corridor IXB, to reduce the use of fossil fuels in the railway transport sector and thereby to increase the efficiency of railway transport and reduce the negative environmental impact.
Benefits for society:	This project will develop the TEN-T network in Lithuania, which will improve traffic safety, reduce transport costs, environmental pollution by reducing pollutants and noise levels, while improving the functioning of local businesses and labour mobility. An improved (electrified) railway node will enable freight to be transported in less time. In this way, the project will contribute to reducing damage to the environment and human health.

II. Project phases and implementation plan

Estimated implementation period:	2025-2026
Implementing measures and phases:	The project is being implemented in two phases. Phase I of the project has already been completed and has been financed by EU funds investments and national funds for the 2014-2020 financial period, while Phase II of the project is planned to be financed by investments from EU funds and national funding for the 2021-2027 financial period. In the first phase, contract works for the installation of autotransformers (6 pcs.), traction substation (1 unit) and part of the contact line network elements were carried out by 31 December 2023. The second phase continues the

	activities initiated during Phase I and includes the electrification of various sections of the Kaišiadorys–Klaipėda (Draugystė Station) railway line. *Project activities*: 1. Contract works. 2. Technical supervision. 3. Supervision of the execution of the construction project. 4. Other activities: expansion of microprocessor-based centralised (MPC) signalling equipment, Traffic Management Centre, Litgrid lines and substations. *Project implementation measures*: Construction of the contact line network covers the 321 km section Kaišiadorys-Klaipėda, Draugystė Station (617 km railway length). The call for tenders for the construction of the contact network was launched on 22 December 2017 and the contract for works (including design works) was awarded on 20 December 2019. Planned completion of the works: 2026 Q3.
Progress status:	Contract works in progress
III. Project financial information and costs	
Sources of financing:	Project value: EUR 244,231,185.39. The project is co-financed by the European Union, the state budget and the Project Promoter's own funds. The EU contribution amounts to EUR 121,051,542.73, of which EUR 82,470,796.00 is financed from the Cohesion Fund and EUR 38,580,746.73 from the Recovery and Resilience Facility (RRF).
Budget changes:	In May 2026, an amendment to the Project Agreement was signed, granting additional funding for the Project from the Recovery and Resilience Facility (RRF).
Actual costs:	-

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IV. Project risks and their management

Risks, their assessment and management tools:

Risks	Causes and assessment	Risk-mitigation measures
1. Conformity assessment and certification of the newly built contact line network (CLN)	The CLN is built in accordance with the mandatory Technical Specification for Interoperability (TSI) which is regulated by EU documents. This certification procedure is carried out for the first time in Lithuania in the absence of standardised tools and methodologies adapted to the railway infrastructure currently in use.	In preparation for certification, the technical adaptation of the existing electric train, including special rolling stock, to perform the planned CLN tests and to ensure compliance with the operation of trains on the certified railway infrastructure.
2. Risks to the performance of the works due to delays by the contractor	Delays in project activities due to delays in contractual works (failure to carry out design and construction works on time, delays in the supply of materials/equipment).	Mediation of the customer in negotiating project issues with third parties (VIA Lietuva, municipalities, LITGRID, ESO), periodic meetings with the contractor/suppliers, application of preventive measures, penalties (late payment interest, fines).