

The logo consists of a stylized line connecting four circles of different colors: green, red, blue, and grey.

Rail Baltica

Future direct



Co-financed by the European Union
Connecting Europe Facility

WHAT IS RAIL BALTICA?

Rail Baltica – Project of the Century

Rail Baltica is a greenfield rail transport infrastructure project aiming to integrate the Baltic States in the European rail network. The project includes five European Union countries –

Poland, Lithuania, Latvia, Estonia and indirectly also Finland. It will connect Helsinki, Tallinn, Pärnu, Riga, Panevėžys, Kaunas, Vilnius and Warsaw. The Baltic part of the Rail Baltica project is referred to as the Rail Baltica Global Project. It is one of the priority transport projects of the European Union.

The largest Baltic region infrastructure project in the last 100 years

10-year construction period

For both passenger and freight traffic

Length: 870 km

Environmentally friendly – **powered by electricity**, producing less noise and vibration

Max. speed: 240 km/h (passengers), 120 km/h (freight)

More than €5 bn investment in the region

Implemented by Estonia, Latvia, Lithuania

Part of the EU's **North Sea – Baltic TEN-T corridor**

Financed by EU (CEF), Estonia, Latvia, Lithuania

Enables **intermodality & multimodality**

Intermodality/Multimodality of Rail Baltica:

3 key multimodal terminals in the Baltic countries:

- Muuga in Estonia
- Salaspils in Latvia
- Kaunas in Lithuania

Connected to airports and seaports

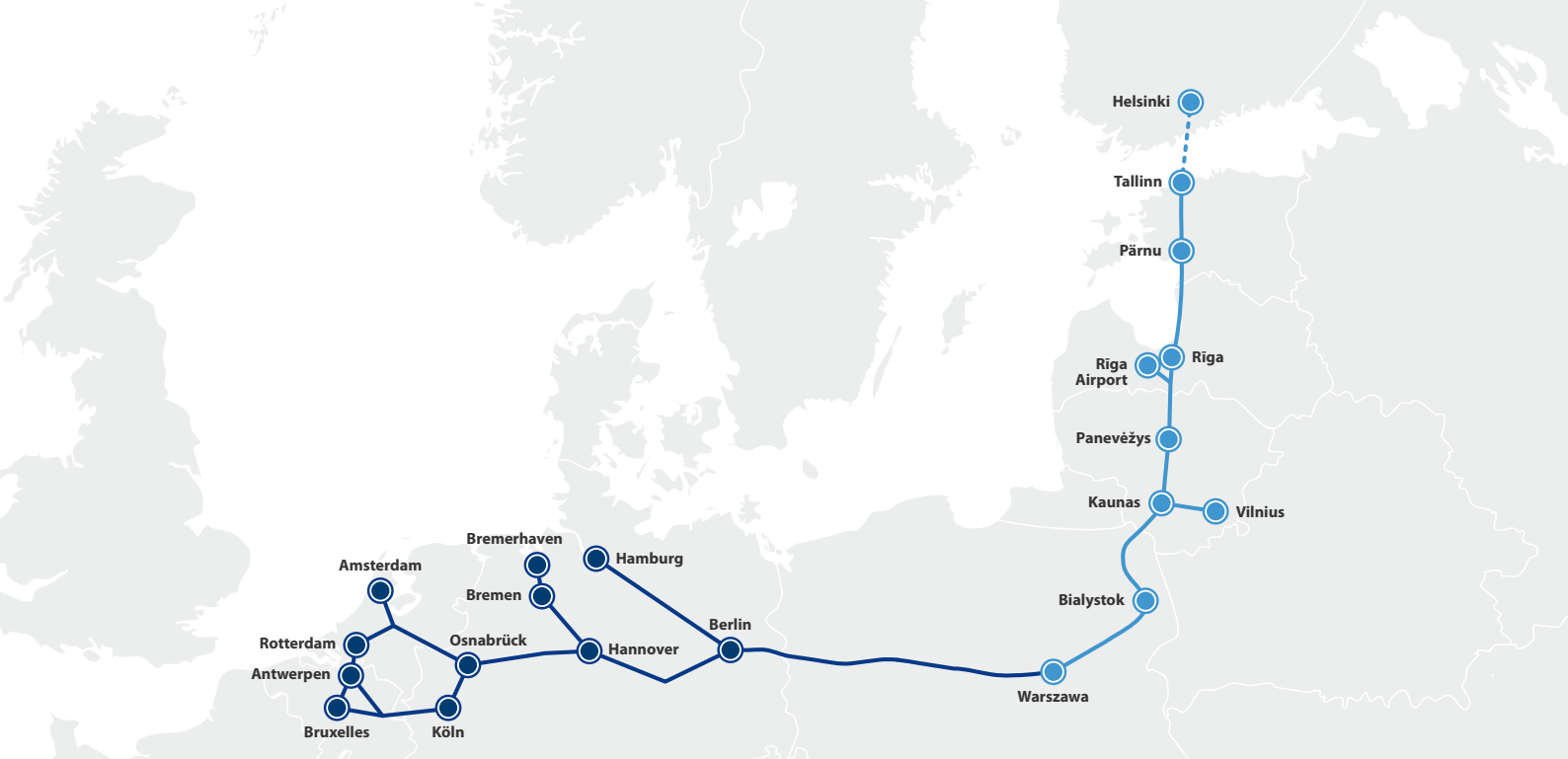
7 railway passenger stations:

○ Tallinn ○ Pärnu ○ Rīga Central ○ Rīga Airport ○ Panevėžys ○ Kaunas ○ Vilnius (with potential regional stations)

Rail Baltica – North-South railway axis

The Rail Baltica project is a symbolic return of the Baltic States to Europe. Up to World War II the Baltic States were connected to Europe with standard 1435 mm gauge railway. But since the switch to 1520 mm Russian gauge after the war they have been firmly tied to the East-West railway axis. Today most rail

freight traffic in the Baltics originates from CIS countries, Russia in particular, and the 1520 mm system makes it difficult and costly to interconnect the Baltics with the rest of EU via Poland. Therefore, there is a full consensus on the need to fully integrate Estonia, Latvia and Lithuania into the single European railway area, eliminating the missing rail link of the EU's North Sea – Baltic TEN-T Core Network Corridor.



Technical Parameters

Rail Baltica is a new fast, conventional double-track electrified and ERTMS-equipped railway line with maximum design speed of 240 km/h on the route from Tallinn through Pärnu – Rīga – Panevėžys – Kaunas to the Lithuanian-Polish border, with a connection from Kaunas to Vilnius. The new railway line will be designed with 1435 mm gauge, thus complying with all Technical Specifications for Interoperability (TSIs) requirements.

Total length of line:	870 km of which: • 213 km in Estonia • 265 km in Latvia • 392 km in Lithuania
Design speed:	• 240 km/h for passenger trains • 120 km/h for freight trains
Standard gauge:	1435 mm
Double track electrified:	2x25kVAC
Axle load:	22.5 t
Traffic management	ERTMS L2
Maximum length of freight trains	740 m

WHO WILL BENEFIT FROM THE PROJECT?



Rail Baltica freight advantages over road and sea transportation



HOW MUCH DOES IT COST?

The total estimated cost of the project is **5.8 billion euro** in all three countries. That includes EU financing, currently projected at 85%.

The Cost-Benefit Analysis of the Rail Baltica Global Project carried out by Ernst & Young in 2017 reaffirms the project is financially and economically viable and highly beneficial.

ESTONIA:

1.346 billion

(national share ~268 million*)

LATVIA:

1.968 billion

(national share ~393 million*)

LITHUANIA:

2.473 billion

(national share ~493 million*)

What does that buy?

Measurable socio-economic benefits are estimated at **16.2 billion euro**, far outweighing the national co-investments. The assessed GDP multiplier effect the project would create is an additional 2 billion euro.

Unmeasurable benefits will be substantial as well. So it is safe to say that altogether the benefits to society considerably exceed the capital and operational expenditures of the project.

* Based on the assumption that EU financing is 85%, subject to reasonable fluctuations.

HOW IS THE PROJECT IMPLEMENTED?

Project timeline

2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026

Implementation stages:

PLANNING

DESIGN

CONSTRUCTION

Global project

Estonia

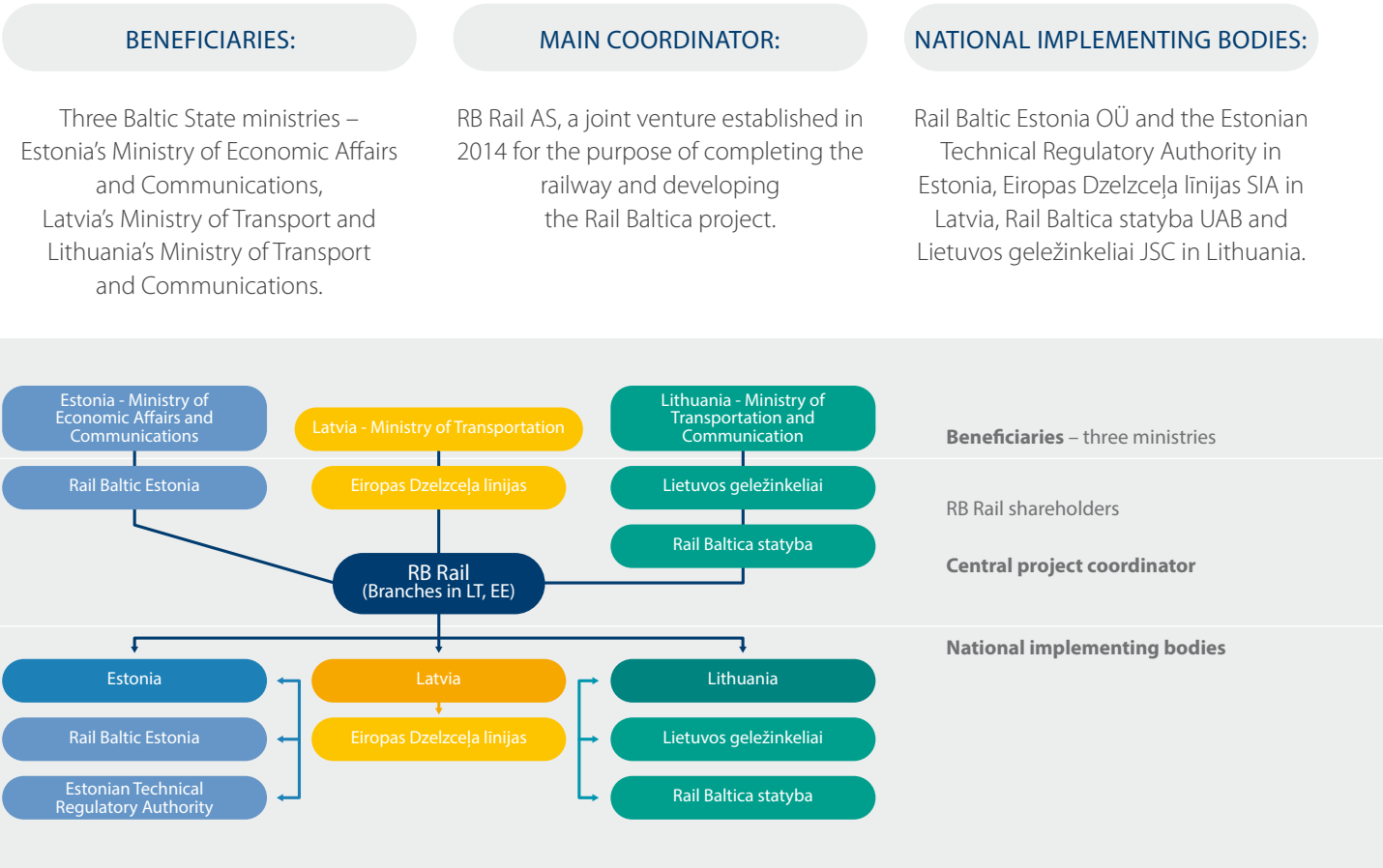
Latvia

Lithuania

First train launch on the newly constructed railway line: planned in 2026.

Project Implementers

The Rail Baltica project is being implemented by the three Baltic States – Estonia, Latvia and Lithuania.



Suppliers' Relationship

The Common Standards and Guidelines for the Rail Baltica Project give every member of the team a joint vision of our key principles. There are many players involved, many parties to unite. Setting procurement standard practices will ensure quality results from every player.

Risk mitigation is key; mitigating risks such as inappropriate tender awards to contractors, conflict of interest or other missteps from fairness and transparency. Common Standards and Guidelines for procurement – Contracting Authority Code of Conduct and Suppliers' Code of Conduct – should guarantee the best results possible in the implementation of Rail Baltica.

SUPPLIERS' CODE OF CONDUCT



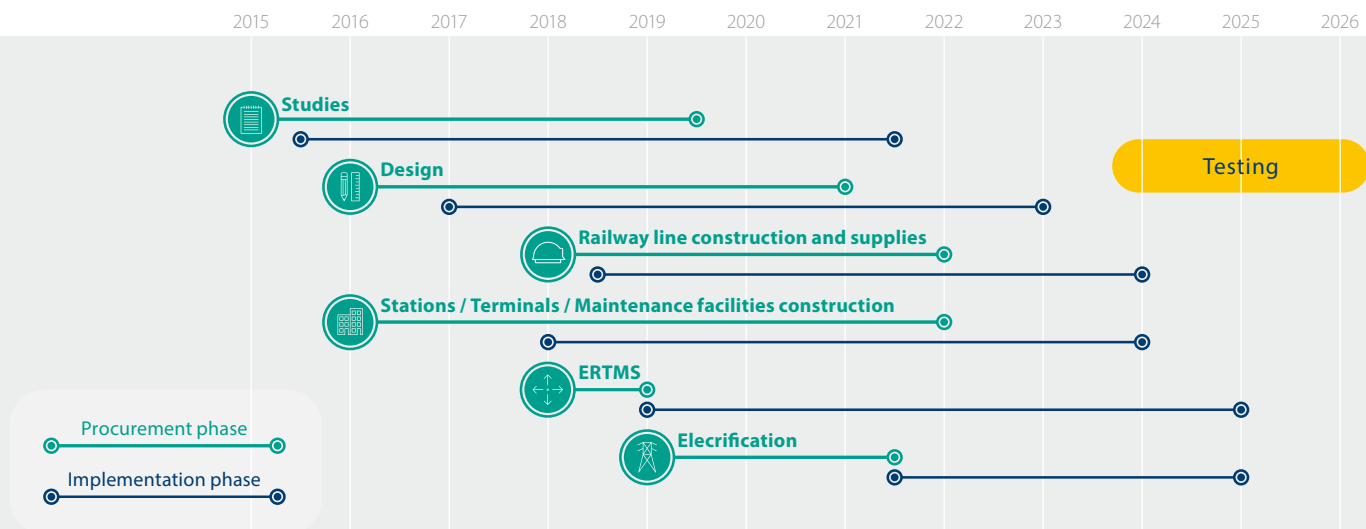
CONTRACTING AUTHORITY CODE OF CONDUCT



Procurement Plan

The Rail Baltica Global Project Procurement Plan is put together in accordance with the project implementation phasing – planning, design, construction. Planning stage is mostly about route alignment-related

activities and several major studies in the three Baltic countries. Some studies of minor importance will also be commissioned during the subsequent phases. Design and construction phases overlap, since some procurements of infrastructure items by Rail Baltica are planned as “Design & Build”.



WHERE TO FIND OUT MORE?



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