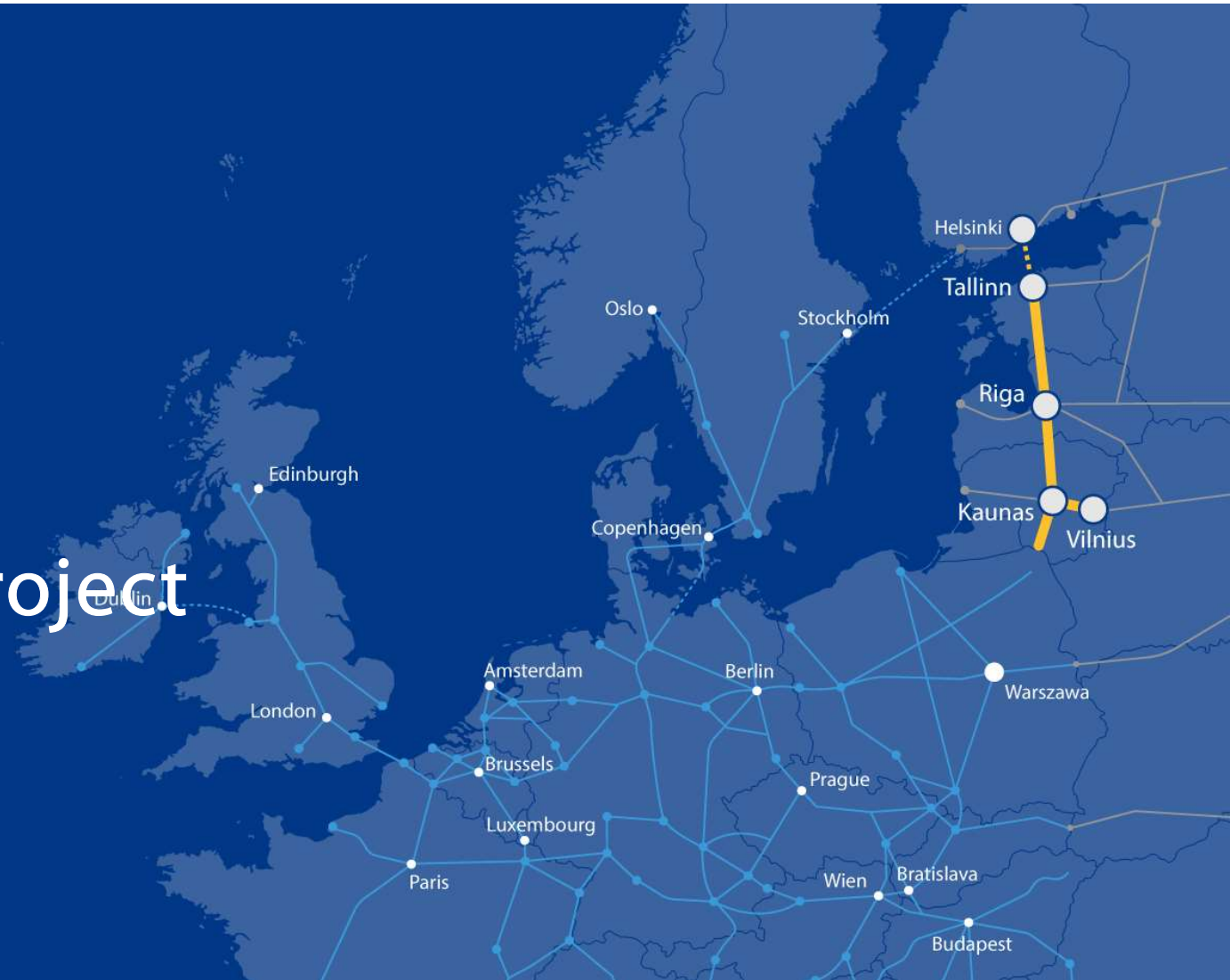


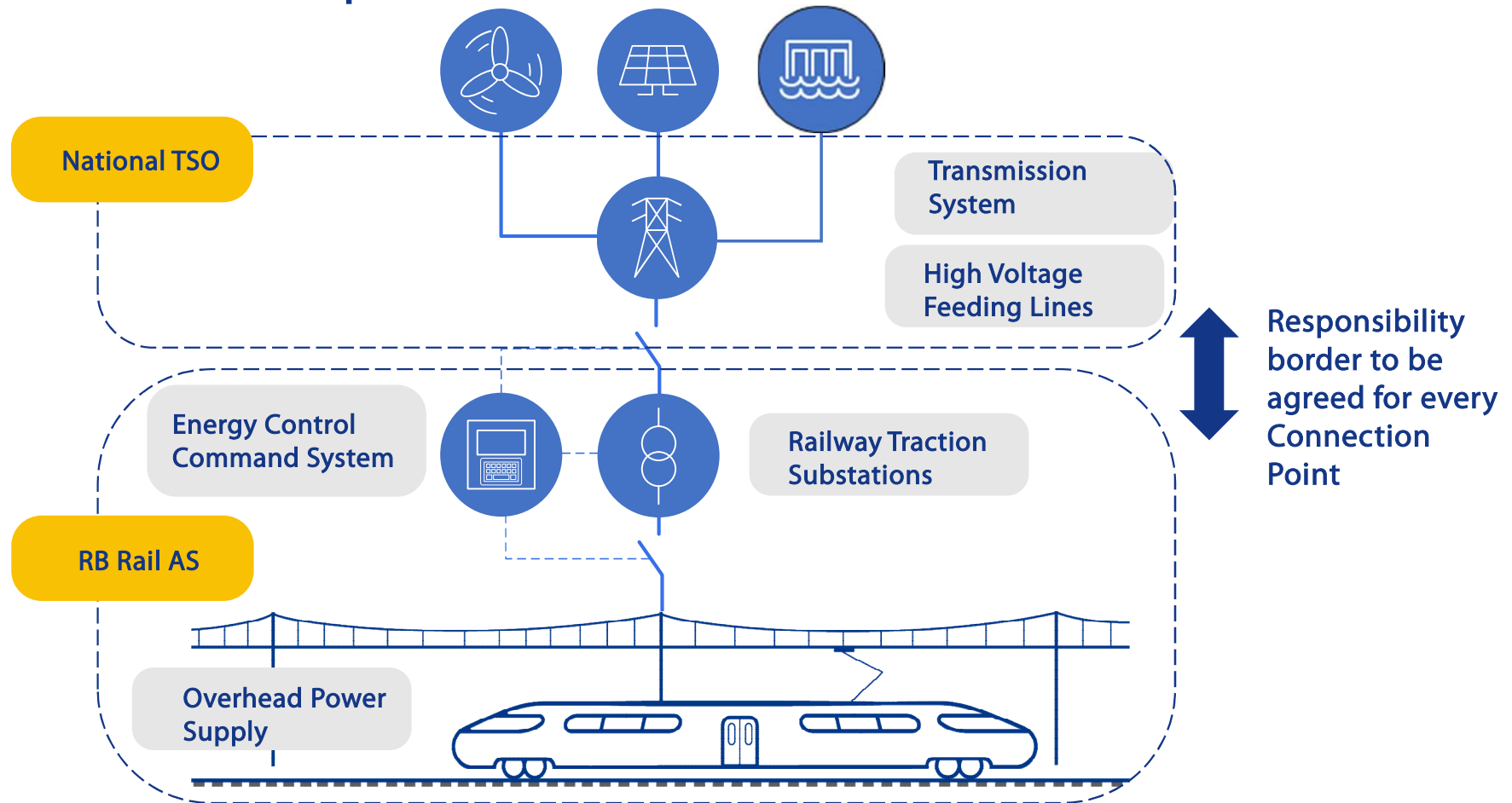


Rail Baltica electrification project progress



Co-financed by the Connecting Europe
Facility of the European Union

Reference architecture: Rail Baltica ENE scope



Rail Baltica Energy subsystem: Scope in a nutshell

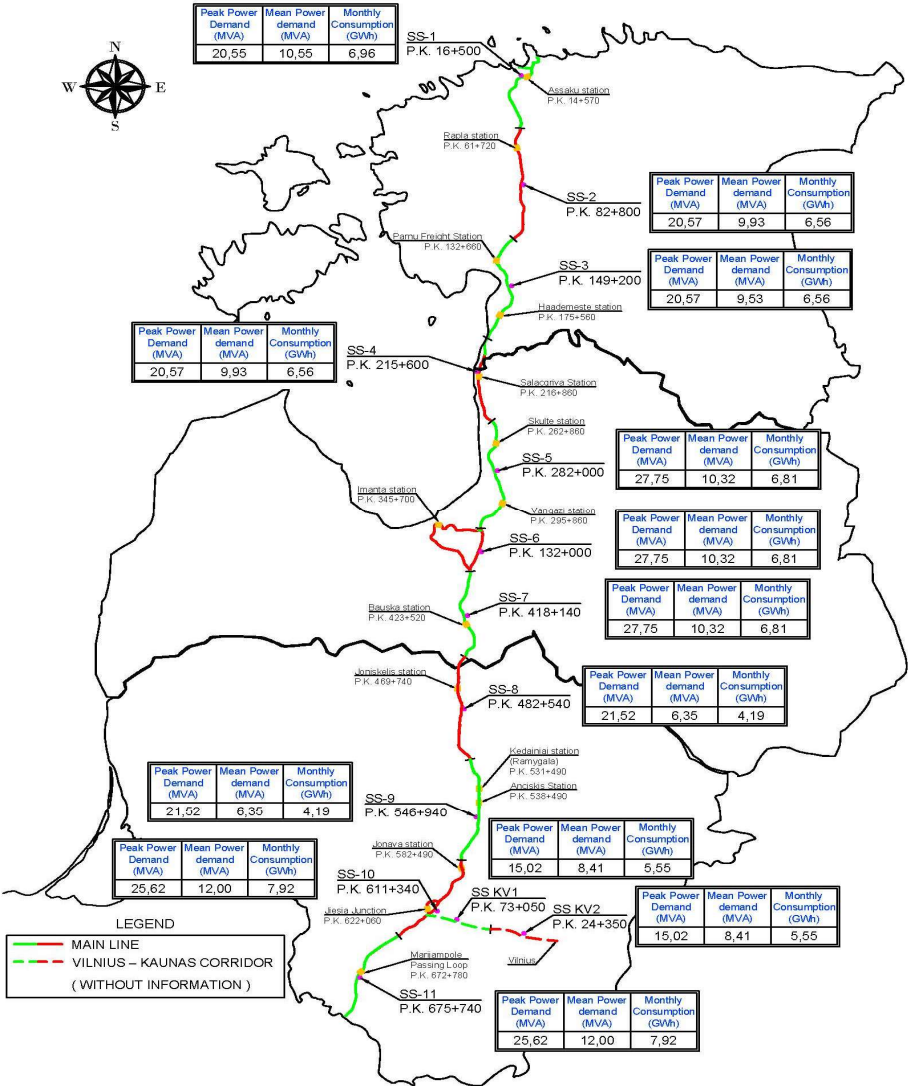
870km of double track – approx. 2 000km of catenary

Approx. 50 000 masts

Approx. 4 350 tonnes of copper

11 to 24 Railway Traction Substations – depending of technology chosen

	Energy consumption Total		Estimated for Rail Baltica		Country + RB	Increase (%)	
	Current (2017) (GWh)	Foreseen for 2025 (GWh)	Monthly (GWh)	Annual (GWh)	Foreseen (incl. RB) (GWh)		
EE	8410	9107	21,93	263	9370	2,9	
LV	7410	8024	23,63	284	8308	3,5	
LT	12149	13156	31,29	375	13531	2,9	



Rail Baltica Energy subsystem: Strategic Targets

Safety of
operation
and
maintenance
activities

Railway
Operation
needs:
functionalities,
performance,
Availability,
Reliability

Railway
Maintenance
needs:
Maintainability,
Cost efficiency,
modularity

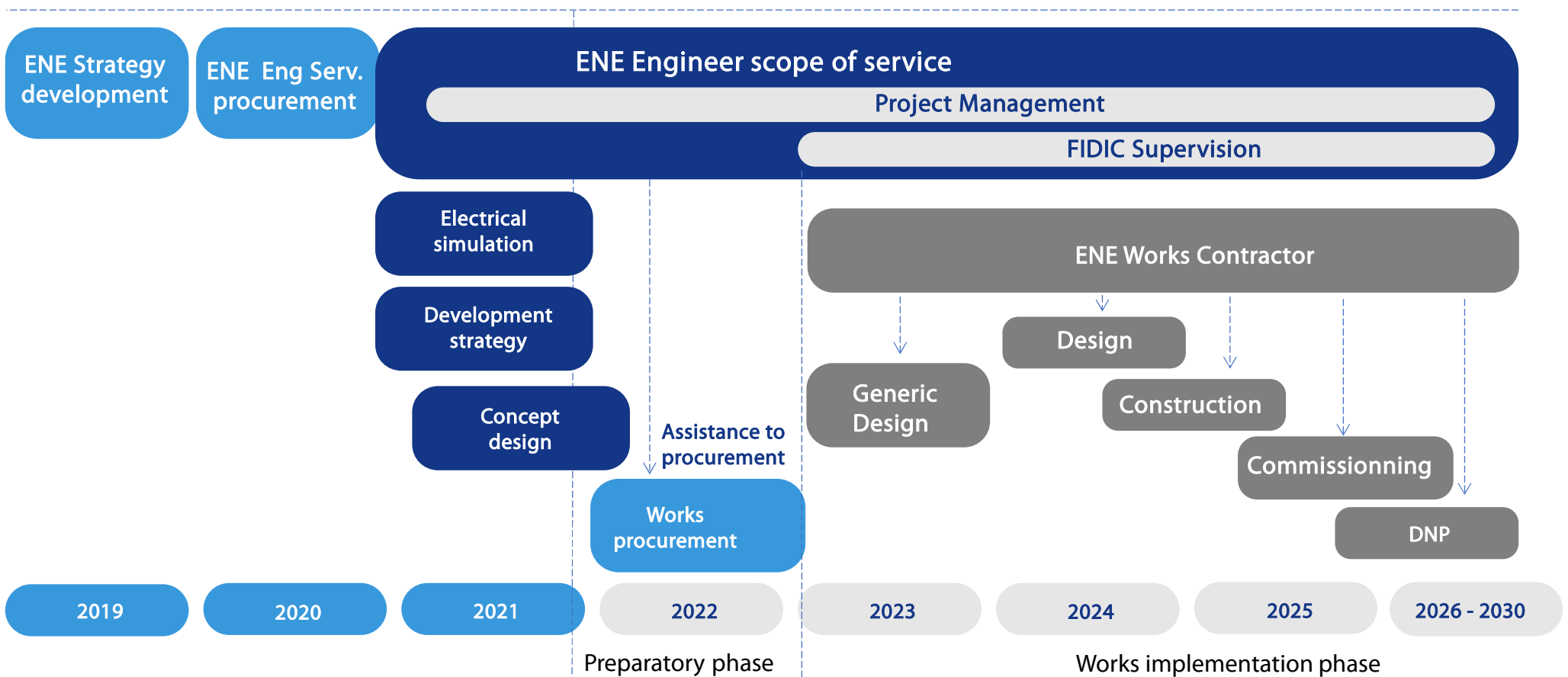
Life Cycle
Cost
optimisation

Environmental
impact minimisation
during whole lifetime

1. Energy efficiency optimisation
2. Advanced ecodriving
3. Power Demand management
4. Extended lifetime of components

Rail Baltica ENE deployment timeline

RB Rail AS



ENE Works procurement

Scope of procurement

Single Design & Build Contract for ENE scope (subject to final alignment and official decision inside Rail Baltica organisation)

Potential public procurement procedure – two stage procedure «Competitive procedure with negotiations» which consists of 2 stages:

1. Qualification stage
2. Technical and financial proposal stage + negotiations.

Current status

1. ENE Engineer in place since April 2021, preparing Concept design and supporting preparation of procurement documentation.

2. Entering into procurement preparation phase.

Next steps

1. Preparation of first stage procurement documentation until January 2021

2. Announcement of the first stage of the procurement – Q1 2022