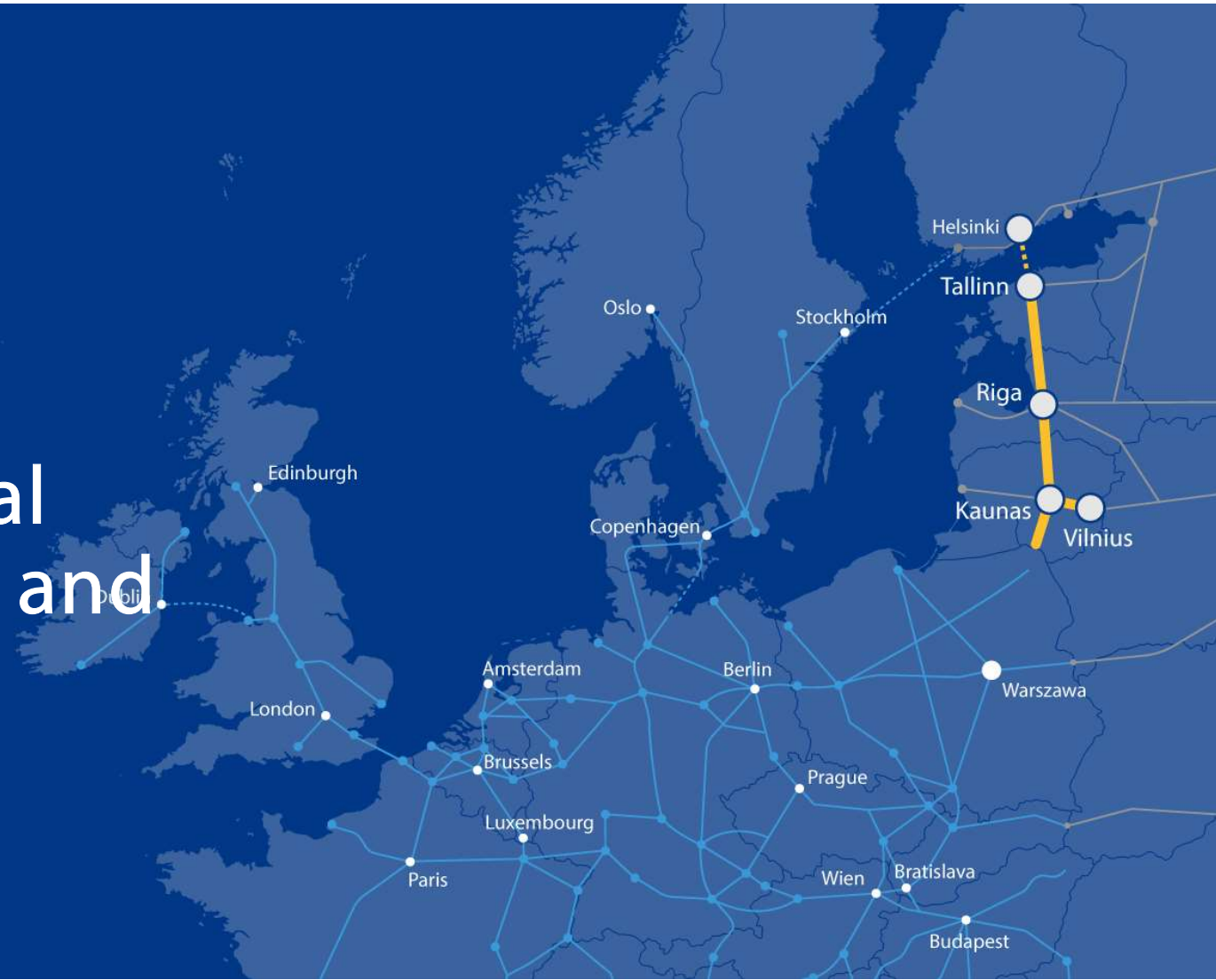




Rail Baltica global project progress and plans



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

Fully committed to deliver Rail Baltica!



From strategy to implementation

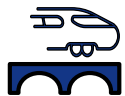
Why we deliver?



Bottleneck for cargo and passenger traffic on North-South corridor



Climate, sustainability and safety goals



Enhance transport infrastructure



Ensure defense/ security interests

What we deliver?



High-speed railway system



Mobility and business opportunities



Infrastructure

How we deliver?



Transparent and efficient processes



High quality standards and phased implementation



The best expertise and knowledge

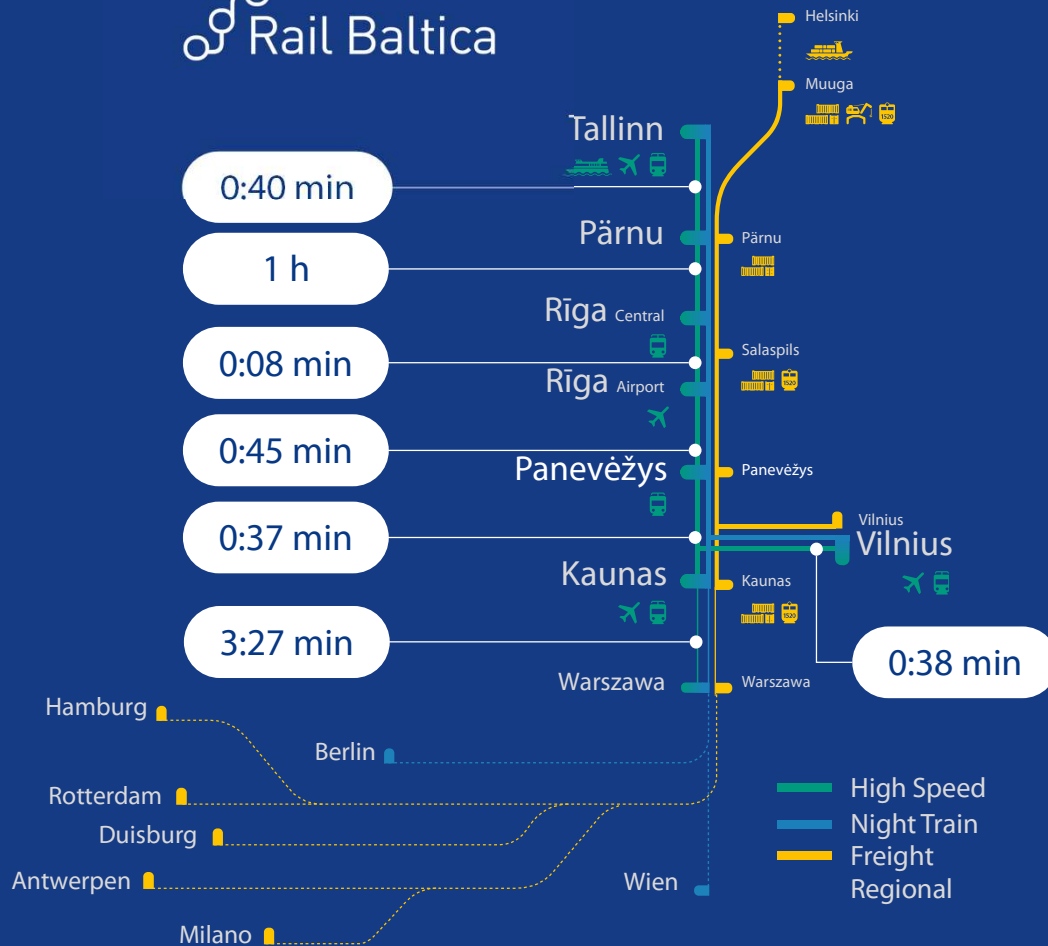


Ensuring socio-economic benefits



Basis for new economic corridor, post-Covid recovery and military mobility

 Rail Baltica



870 km greenfield railway infrastructure



1435 mm Double track



ERTMS Level 2 + FRMCS*



Electrified 2x25kV AC



Maximum length of freight trains: 1050m



Axle load 25t



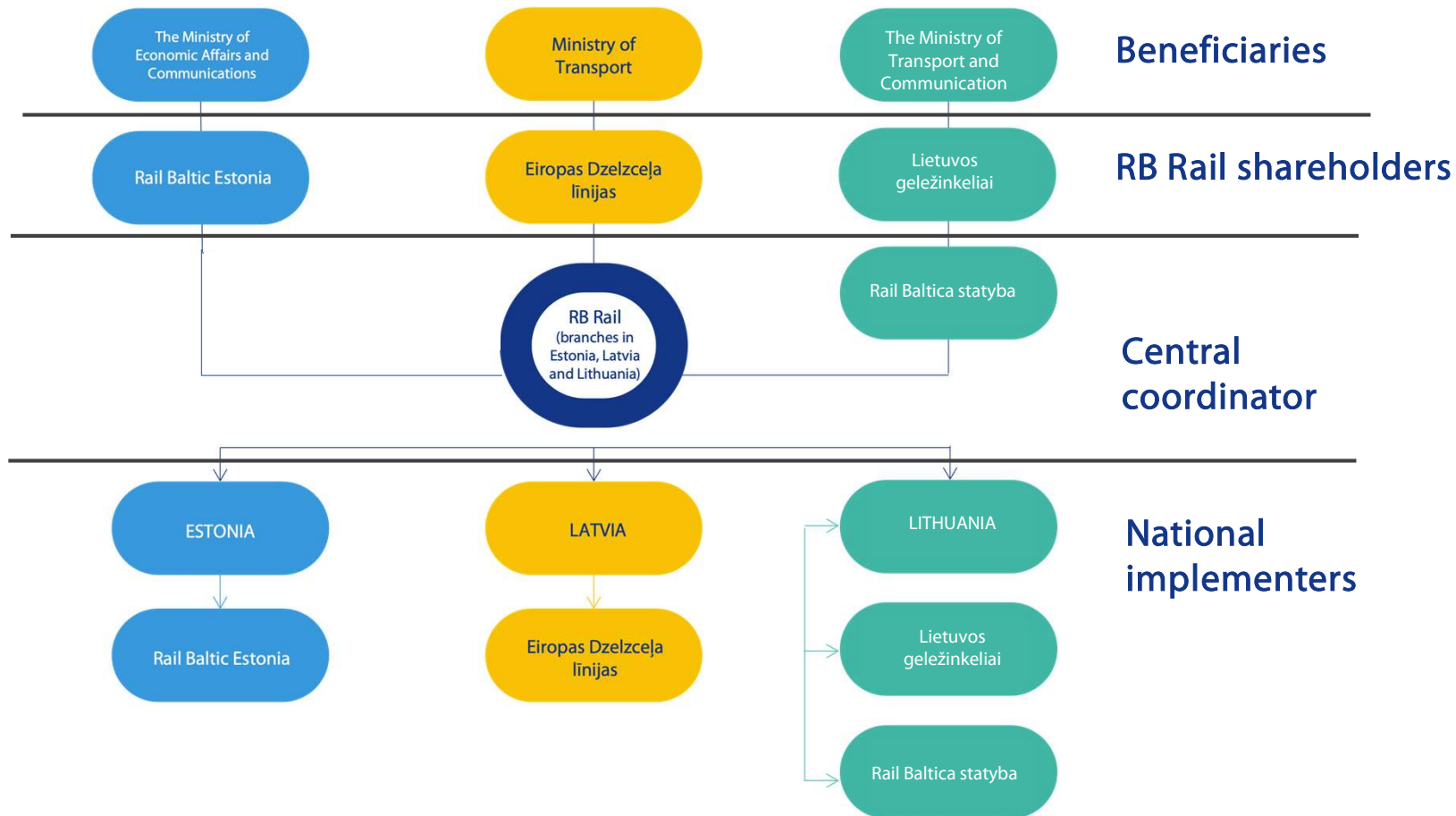
Design speed:
249 km/h for passenger trains
120 km/h for freight trains



SE-C (Swedish) loading gauge

* Subject to confirmation

Project delivery team and key principles



- Standardisation
- Support
- Compliance

Technical project progress 2021



Rail Baltica project timeline

- ✓ Large scale main line design ongoing
 - ✓ Initial construction activities started in 3 Baltic states
 - ✓ Preparations for railway systems procurements
 - ✓ First consolidated procurements for construction materials launched
 - ✓ Acknowledging the new economic corridor potential
- ✓ 100 % mainline construction readiness & large-scale construction works advancing
 - ✓ Railway systems full scale implementation
 - ✓ Point type objects advancing
 - ✓ Economic boost
- ✓ Progressive completion and start of operations of Rail Baltica
 - ✓ Full Interoperability ensured
 - ✓ New North Sea – Baltic core network economic corridor developed

2021

2024

2026 - 2030

Gradual start of construction

Gradual start of operations

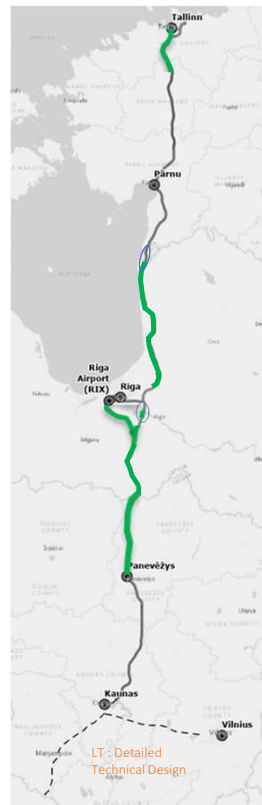
Developing the readiness for construction

Green line: Mainline Construction ready to commence

2022/CEF 2021



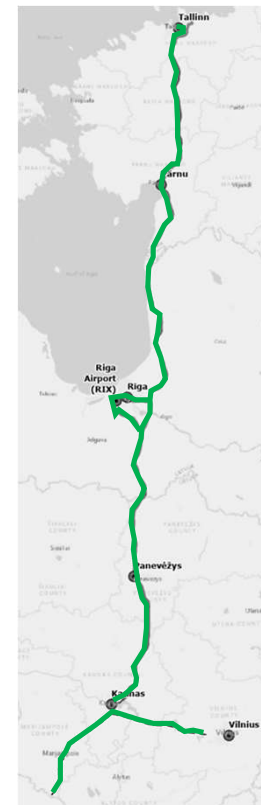
2023/CEF 2022



2024/CEF 2023



2024+



Connecting Europe Facility (CEF)



CEF

1.1 bn EUR grant agreements signed in 2014-2020 MFF

EUR

Approx. 1 bn EUR of suppliers contracts signed

New MFF

In 2021-2027 MFF:

- CEF Cohesion, national allocations: € 0.7 bn
- CEF Cohesion, competitive part: € 3.4 bn
- CEF General «Missing links»: € 1.6 bn

Other sources sought (e.g. RRF, Structural Funds)

A truly European project (with 150+ partners)

transport logistic
the leading exhibition

International Railway Summit

ELMIA NORDIC RAIL

TRAKO 21-24.04.2021

RAILLIVE!

InnoTrans

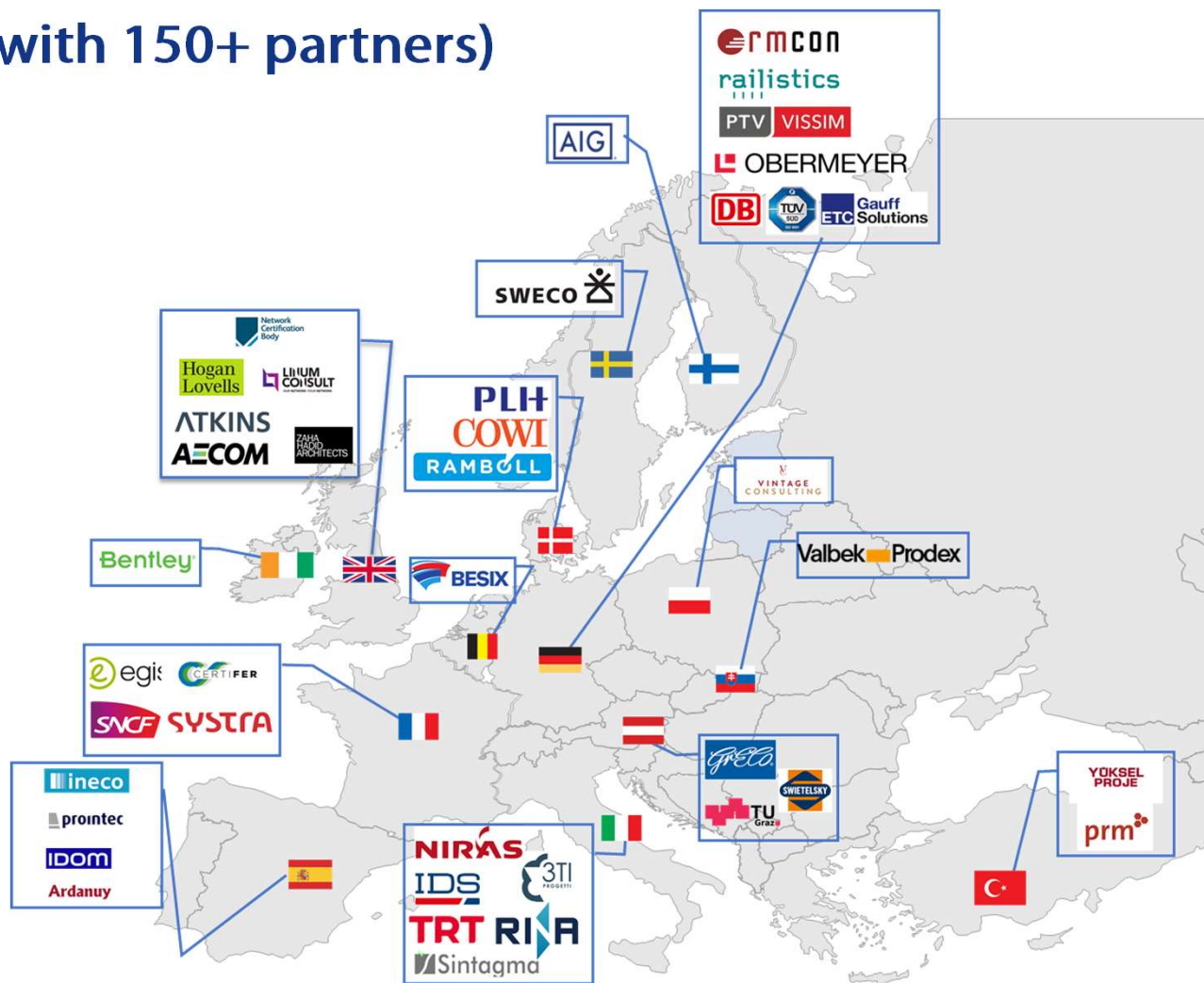
INFRARAIL

RAILTEX

Rail Baltica INDUSTRY DAY

LOGISTIikka
SISÄLOGISTIIKAN AMMATTIMESSUT

Planned roadshows 2022



Summary of key Priorities 2022 – 2024

Building maturity for main line construction (designs, land, constructor procurements, financing applications)

Delivering an ambitious programme on railway systems (Electrification and control command & signalling)

Strengthening Standardisation, Support and Compliance within Rail Baltica delivery

Continue developing new Rail Baltica economic corridor as part of the wider North Sea – Baltics corridor

Continuous engagement with the Rail Baltica project partners and stakeholders!



Rīga Central Station



RIX Airport Station



Ülemiste International Passenger Terminal



Vilnius Station*

*The winner is not announced yet