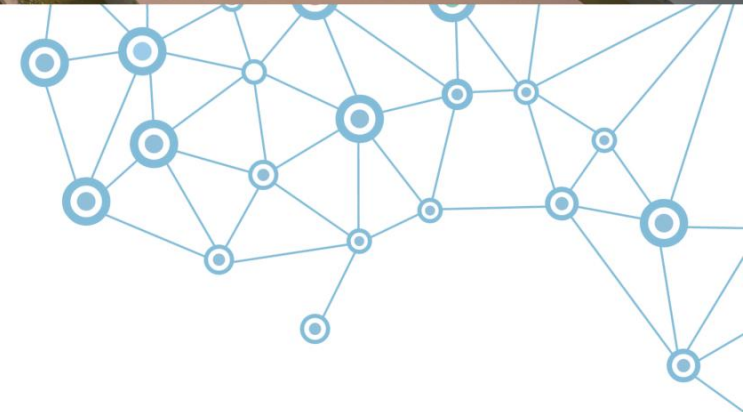




Rail Baltica project in Estonia

INTRODUCTION



 **Rail Baltica**
Estonia



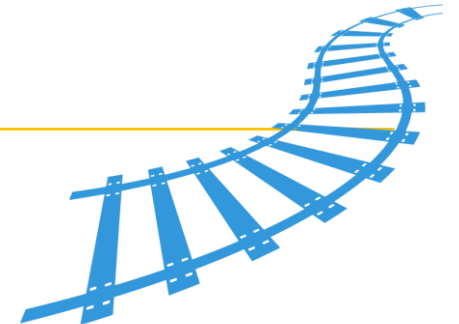
Co-financed by the Connecting Europe
Facility of the European Union



ABOUT RAIL BALTICA



- The largest Baltic-region infrastructure project in the last 100 years
- A 10-year construction period
- For both passenger and freight traffic
- Length: 870 km
- Environmentally friendly – powered by electricity, produces less noise and vibration
- Max speed: 249 km/h (passengers), 120 km/h (freight)
- More than €5 bn investment in the region
- Implemented by Estonia, Latvia and Lithuania.
- Part of the EU's North Sea Baltic TEN-T corridor
- Financed by: Connecting Europe Facility, Estonia, Latvia, Lithuania
- Provides intermodality/multimodality

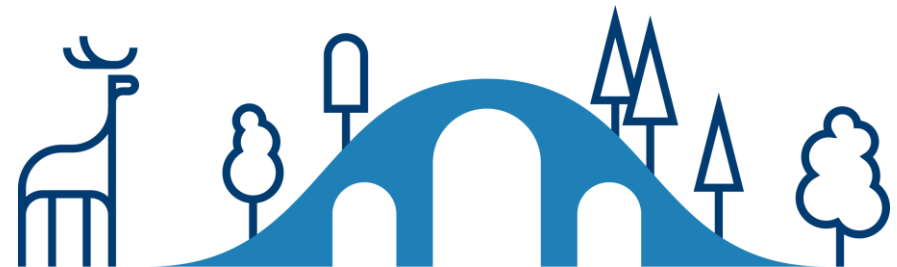


MAJOR RAIL BALTICA CONSTRUCTION SITES IN ESTONIA



The Estonian part of Rail Baltica is divided into the following sub-projects:

- Muuga freight terminal
- Ülemiste joint terminal
- Pärnu passenger terminal
- Pärnu freight terminal
- Ülemiste rolling stock depot
- Local stops/regional stations
- Overpasses
- Rail Baltica main route



MUUGA FREIGHT TERMINAL

- Located in Muuga Harbor, it is the only Rail Baltica freight terminal directly connected to a harbor.
- Also the northernmost and largest freight terminal on Rail Baltica.
- A multimodal freight terminal where operators can accept or dispatch goods to both the 1,435 mm and the 1,520 mm gauge rail networks.

Current state of the project

The master design is in the development stage and the preparations for stage I, the construction procurement, have started. The beginning of the construction works is planned for the first quarter of 2023.

Stage I of construction

Works to be carried out: general construction, construction of 1,520 mm gauge track railway infrastructure, road infrastructure and facilities

Stage II of construction

Works to be carried out: Construction of the 1,435 mm track gauge railway infrastructure, rolling stock service depot and traffic control centre.



ÜLEMISTE JOINT TERMINAL

- The Ülemiste passenger terminal is located in Tallinn, Lasnamäe district, near the airport.
- The Ülemiste terminal will create a versatile and vibrant transport hub and stand as a new landmark in urban space that integrates commercial space, public services and architectural solutions.
- The terminal has been designed by Zaha Hadid Architects, an architectural firm internationally renowned in the field of public building architecture, in cooperation with Esplan OÜ.

Current state of the project

The master designs of the Ülemiste passenger terminal and the infrastructure have been completed and a construction procurement for the first phase has been announced. The award of the contract is scheduled for I Q of 2023. Construction is scheduled to be completed in the autumn of 2027.

Works to be carried out:

general construction, construction of 1,435 mm and 1,520 mm track gauge railway infrastructure, road construction, electrification works



PÄRNU PASSENGER TERMINAL

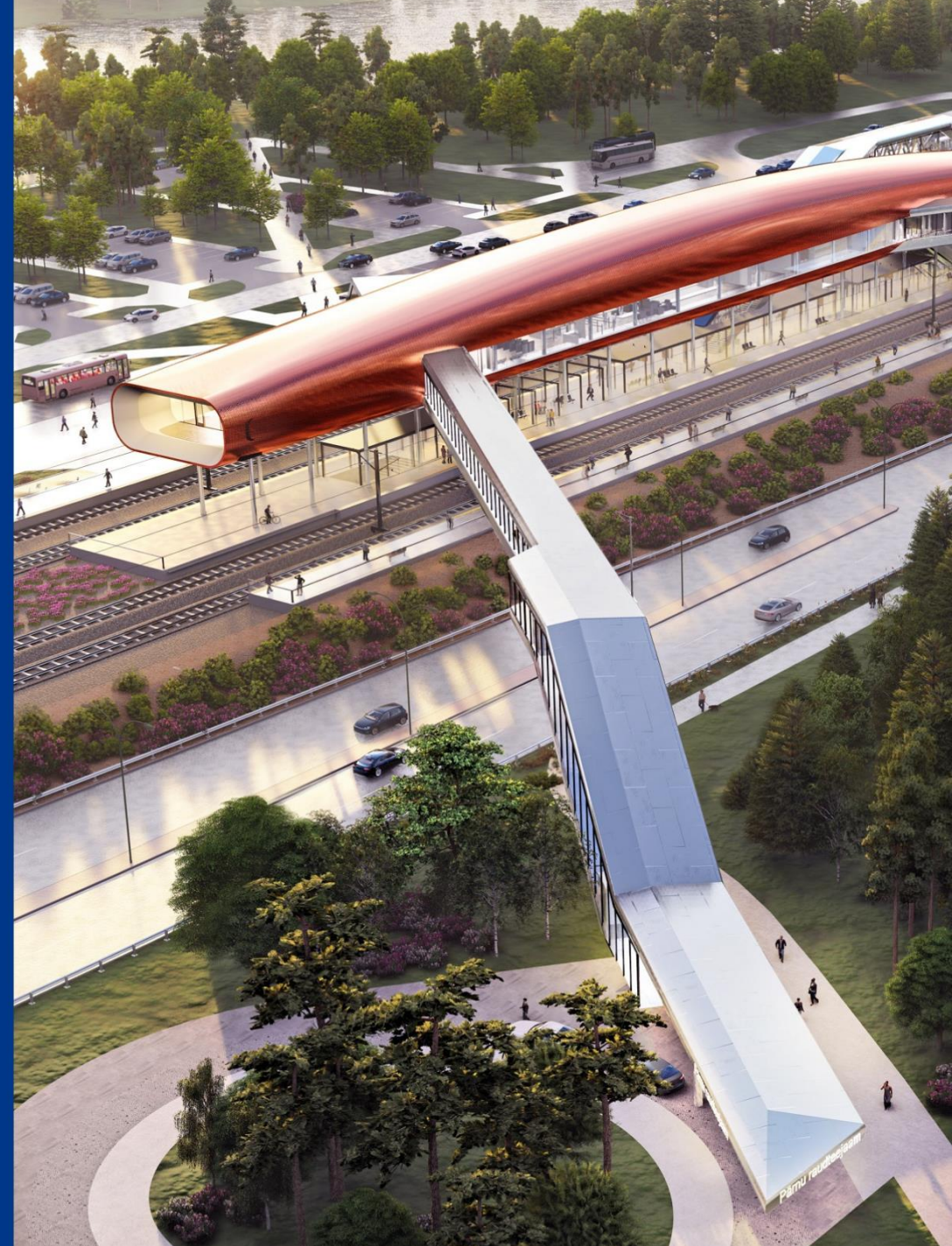
- The Pärnu passenger terminal is the second international Rail Baltica passenger terminal in Estonia.
- It is located about four kilometres from the centre of Pärnu town, in the Papiniidu area.
- The terminal is close to several commercial establishments and business premises, as well as important traffic junctions of the town such as the Papiniidu bridge over the Pärnu River or the Via Baltica route.
- The terminal has been designed by PLUSS Architects.

Current state of the project

The master design of the Pärnu passenger terminal has been completed. The construction procurement is scheduled to start in 2023 and the construction works will start in 2024. The completion of the terminal is planned for 2027, which is also currently the deadline for the completion of the construction section of the respective main route.

Works to be carried out:

general construction, construction of the 1,435 mm and 1,520 track gauge railway infrastructure, roads, landscaping, electrification works.



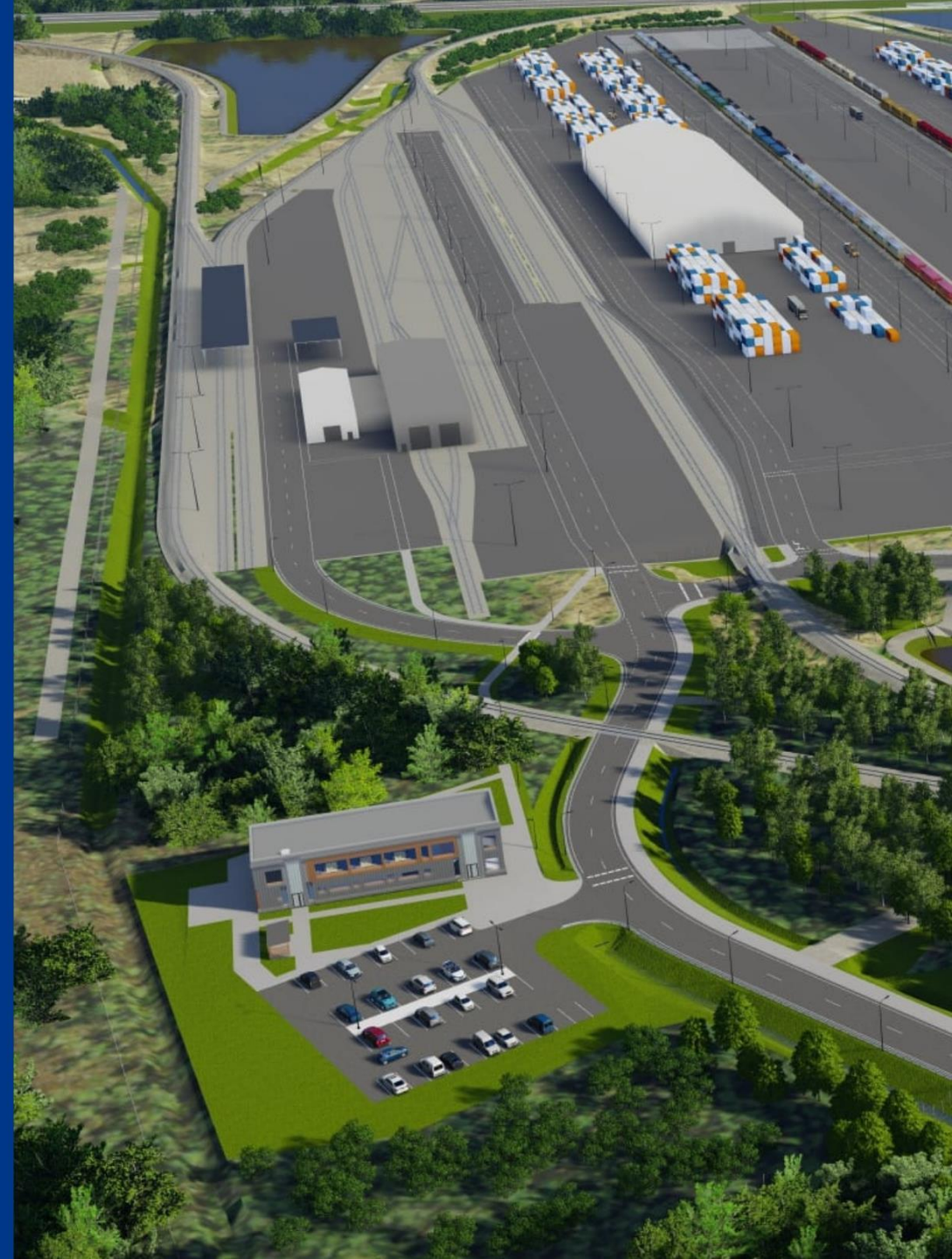
PÄRNU FREIGHT TERMINAL

- The Pärnu freight terminal and infrastructure maintenance centre are planned to be built on the outskirts of Pärnu town in the Niidu business area. The area of the terminal and maintenance centre will also partially extend to the territory of Tori municipality.
- For servicing freight trains, Pärnu freight terminal allows the transshipment of goods between rail and road transport, storage and sorting of goods, assembly of rolling stock and other activities related to freight transport.

Current state of the project

The preliminary design of the Pärnu freight terminal and infrastructure maintenance centre is being completed.

Works to be carried out: excavation filling, excavation works, embankment construction, communications



ÜLEMISTE ROLLING STOCK DEPOT

- The Ülemiste rolling stock depot will be located near the Ülemiste station and near the passenger terminal. It will be the largest Rail Baltica rolling stock depot in the Baltics, where passenger trains will be maintained and repaired.
- Within the framework of the project, an 8-track depot building with utility rooms, an administrative building and a rolling stock wash plant will be designed and built.
- The depot can accommodate up to 7 trainsets at a time for various operations.

Current state of the project

The preparation of the master design has started.

Works to be carried out:

general construction, construction of 1435 mm tracks, electrification works



LOCAL STOPS, REGIONAL STATIONS

- In addition to international passenger terminals, Rail Baltica's portfolio of passenger facilities include 12 more local stops with station facilities where regional trains will be stopping.
- Four stops have been planned for Harju County, three for Rapla County and five for Pärnu County. The locations of all local stops have been selected in close cooperation with local governments.
- Rail Baltica's local stops will increase the potential of settlements close to the railway as residential areas, as new fast and convenient public transport will bring the jobs in large centres closer to home for the residents of small settlements close to railways.

Current state of the project

The draft solutions for local stops will be developed in parallel with the design of the main route and, of course, taking into account the final design solutions for the main route. A contract has been signed for the design of local stops in Rapla County – within the framework of this contract, standard projects for the overpass between the station buildings of Rail Baltica's local stops and waiting platforms will also be developed.

Works to be carried out: general construction, access roads, platforms, parking lots, landscaping, electrification works.



OVERPASSES

- On average, about 30 new bridges and viaducts will be added to each county with the construction of the railway.
- According to environmental requirements, 31 ecoducts will be built in forest areas for animal passages.
- A group of overpasses has been agreed to be built in first priority, i.e. in the fast time window.

Current state of the project

As planned for the fast time window, land is currently being acquired with regard to state roads, local road junctions and ecoducts, also master designs are being prepared. In parallel with the development of the technical solutions for traffic junctions, preparations are underway for announcing construction procurements.

Today, Rail Baltic Estonia has signed contracts for the construction of Tagadi tee, Künka tee viaduct together with the Loone ecoduct, Kalevi ecoduct, Urge ecoduct and the Saustinõmme ecoduct. Construction of the Assaku and Kirdalu–Kiisa road viaducts is also beginning.



RAIL BALTICA MAIN ROUTE

The total length of the Estonian part of Rail Baltica is 213 km, which is divided into 3 design sections:

- section I: Rapla–Tootsi
- section II: Tallinn–Rapla
- section III: Tootsi– Estonian/Latvian border

Current state of the project

According to the current assumptions, the designs for the whole 213km of railway will be completed in the beginning of 2024.

Preparations for construction procurements have however already begun. The first main-line construction procurements are scheduled for the autumn of 2022.

Harju–Rapla county border and Mälivere construction section

Works to be carried out: Construction of the 1,435 mm track gauge railway infrastructure, facilities (road viaducts, railway viaducts, ecoducts), road building, construction of crossings.



OVERVIEW

- **Setup of subsequent presentation:**
 - Includes only above international-threshold construction procurements of RBE (5,382 M EUR)
 - **2022 based on official procurement plan**
 - **2023 and onwards** based on project implementation schedule, **subject to changes**
- **Road ahead for project in Estonia:**
 - **Focus shifts to construction** with only one major design procurement in 2022 (Pärnu and Harju local stations, already ended)
 - Upcoming major construction procurements include also detailed technical design stage



2022 ONGOING

Ülemiste Terminal Construction

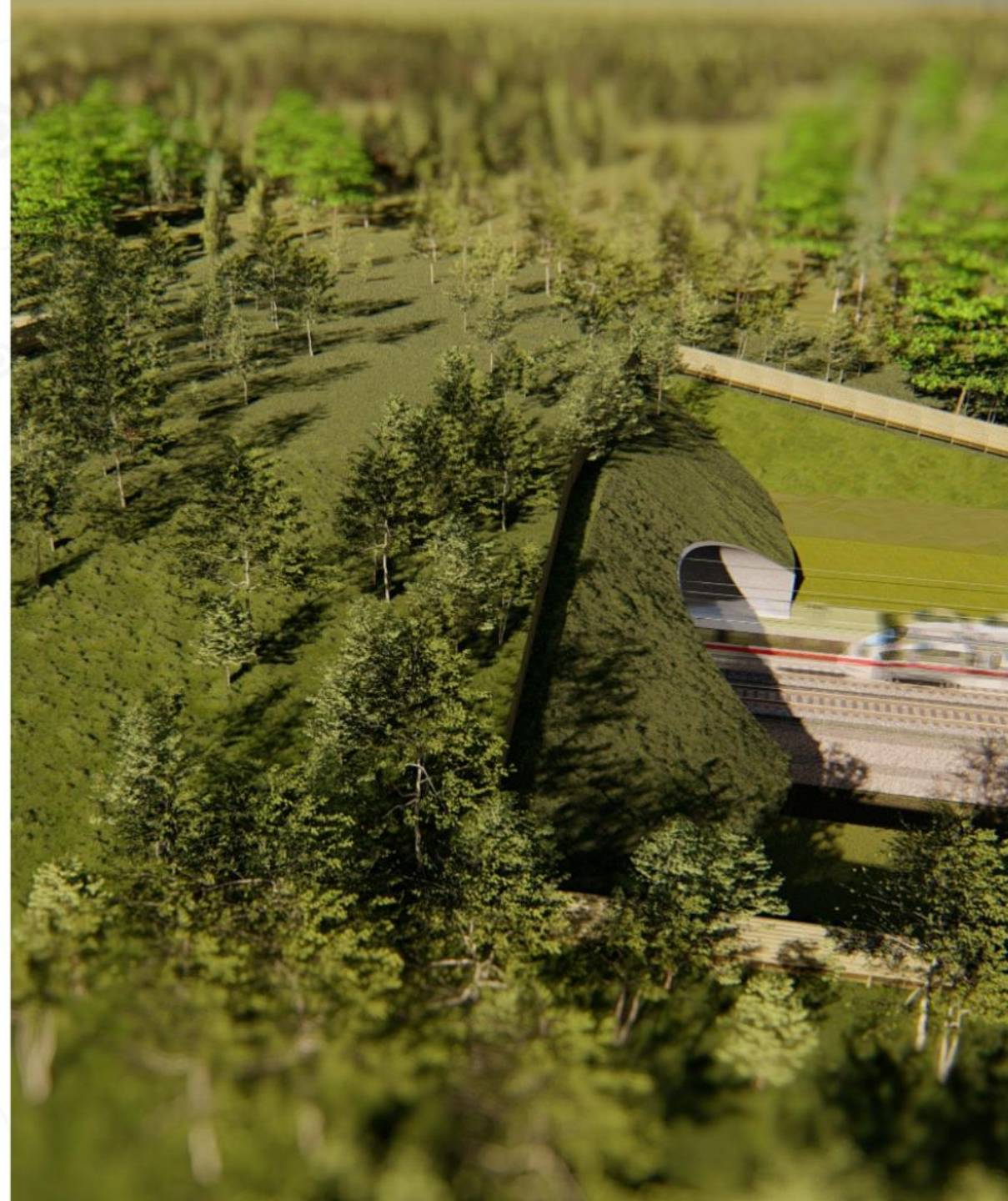
- **FIRST PHASE NOW OPEN FOR BIDS** (reg number 254784)
- Conditions and detailed info available at eRHR (notice also on TED).
- DEADLINE for Submission of tenders for the 1st phase **9.11.2022**
- Communication regarding the procurement possible officially through Estonian procurement registry



2022 AHEAD 1

ECODUCTS and VIADUCTS - 7

- Tammiste ecoduct (Q2)
- Selja ecoduct (Q2)
- Kivisilla viaduct (Q2)
- Tagadi ecoduct (Q4)
- Rukki viaduct (Q4)
- Varbola viaduct (Q4)
- Kangru highway crossing (Q4) >18 M EUR
- **All remaining viaducts and ecoducts will be included as part of main line construction procurements**
- **PS Postponement of these 2022 planned procurements to 2023 is possible due to changes in submission of designs**



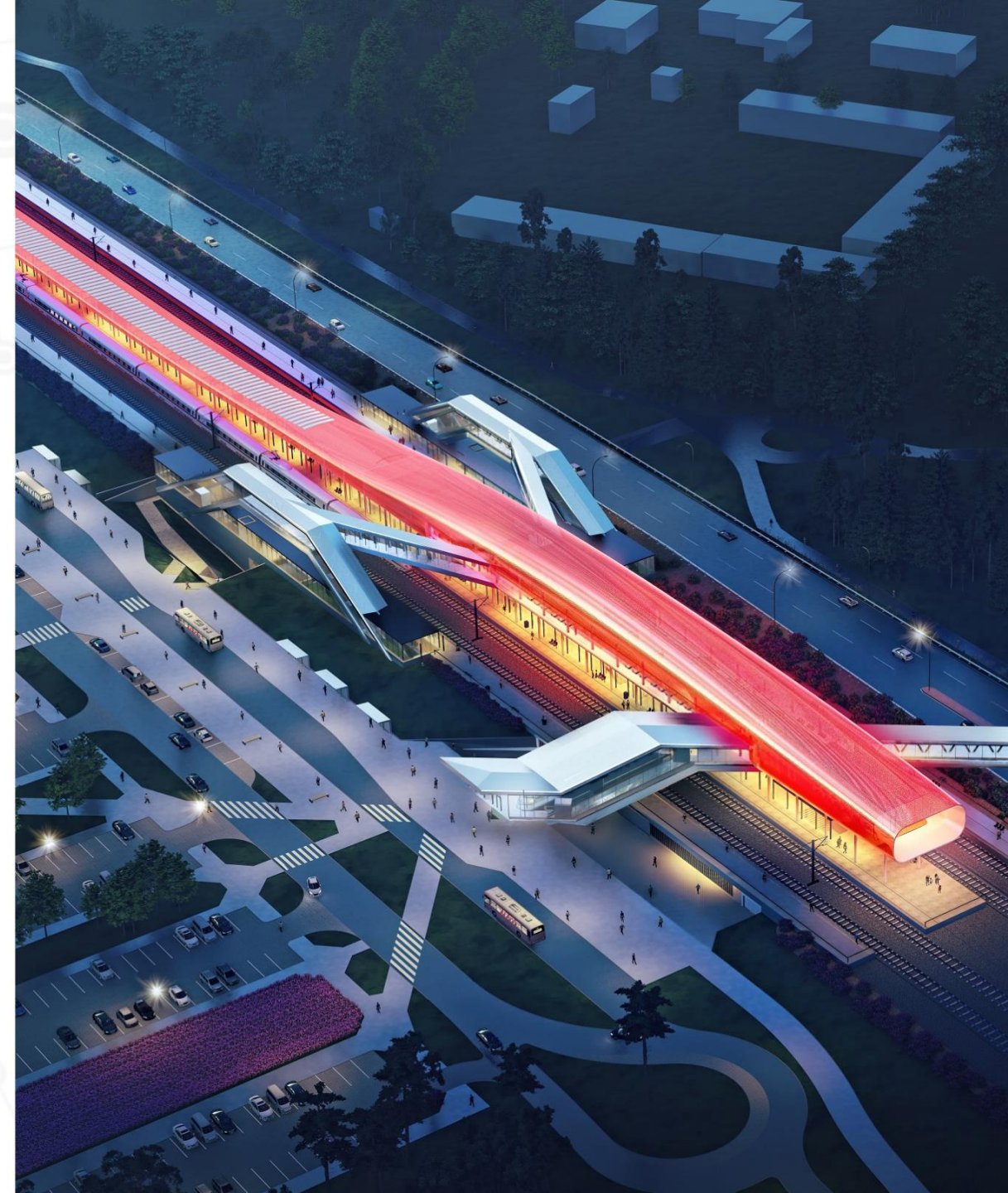
2022 AHEAD 2

- MAIN LINE RAILWAY (SUBSTRUCTURE) Q4
 - Ülemiste-Soodevahe (10 km) >70 M EUR
 - Rapla county line – Mälivere (11,8 km) >60 M EUR
- STATIONS & TERMINALS Q4
 - 1st stage of Pärnu maintenance facility (materials depo stage)



2023

- MAIN LINE RAILWAY (SUBSTRUCTURE)
 - **3 sections with length of 10-15 km. Total 150 M EUR**
- STATIONS & TERMINALS
 - **1st stage Muuga Freight terminal (1520 mm railway) >50 M EUR**
 - **Pärnu passenger terminal construction >50 M EUR**



2024 and beyond

○ MAIN LINE RAILWAY

- **SUBSTRUCTURE** sections with lengths of 15-45 km
- **SUPERSTRUCTURE** – separated into 2-3 sections
- Procurement schedule depends on submission of designs and EU funding

○ STATIONS & TERMINALS

- 2024- : **Local stations (12) platforms**
- 2027- : **Local stations (12) buildings and surroundings** up to 50 M EUR
- 2025: **2nd stage Muuga Freight terminal** >50 M EUR
- 2027: **Ülemiste rolling stock depot** >70 M EUR
- 2027: **Final stage of Pärnu maintenance facility**
- Pending investment decision: **Soodevahe Dry-Port**
- Pending investment decision: **Pärnu dry-port**



HOW TO PARTICIPATE



- How to take part in RB Estonia procurements:
 - All procurement notices published in **Estonian procurement registry (eRHR)** but procurements over international threshold (5.382 M EUR) also in **TED**
 - Dynamic purchasing system (**Ecoducts/viaducts DPS**) general notices available in **TED and eRHR**
 - What to pay attention to:
 - Experience - risk with international participants: **Documents / Data** that need to be submitted as part of the tender bid missing – disqualification.
 - **Questions** concerning the procurements should be asked through eRHR. Answers will be given in 3 days.
-

ESTONIAN E-PROCUREMENT REGISTER

<https://riigihanked.riik.ee/rhr-web/#/>

GOOGLE: „erhr“

PROCUREMENT REGISTER

Accessibility Eesti keeles Login

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Juhend hankijale
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Juhend toetuse saajale, kes ei ole hankija
KKK uue registri kohta
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С чего начать

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THANK YOU!

