



Co-funded by  
the European Union



 Rail Baltica

Linking nations,  
people, places

# Rail Baltica – part of the EU's North Sea-Baltic TEN-T corridor and Baltic Sea - Black Sea - Aegean Sea TEN-T corridor\*

We are delivering  
seamless mobility  
for people, goods  
and services to accelerate  
social and economic  
development in the  
Baltics and beyond.



\*According to 5/12/2022 General Agreement of the EU TTE Council

- **Double-track**
- **249 km/h** passenger train speed
- **120 km/h** freight train speed
- **Train length:** up to 1050 m
- **ERTMS L2 / FRMCS**  
without trackside signals
- **2 x 25 kV AC**
- **25 t axle loads**
- **SE-C loading gauge**



## A new economic and security corridor

○ **7** International passenger stations

○ **3 main** freight terminals

Connected to

- **Airports**
- **Seaports**
- **Road network**

○ **Potential for different new train services:**

- International
- Cross border regional
- Regional within each country
- Night trains
- Freight

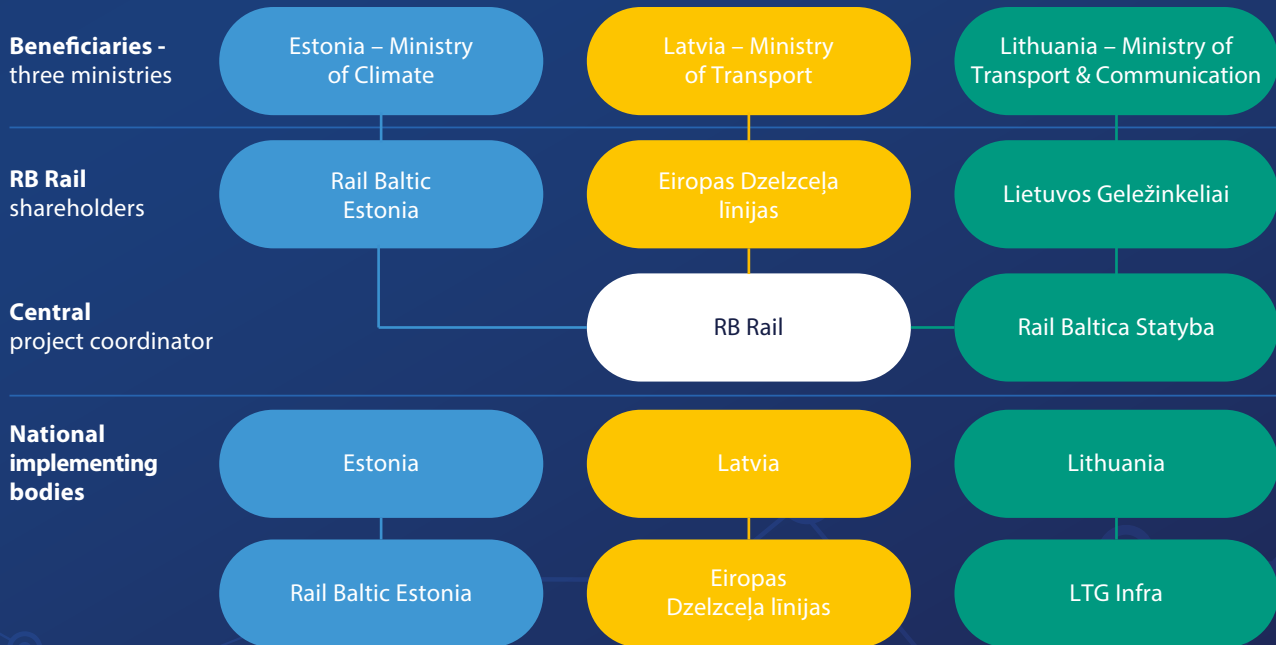
Basis for a new  
economic corridor  
and improved  
military mobility



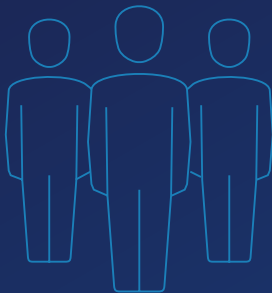


## How is Rail Baltica implemented?

The Baltic States are the owners of Rail Baltica future infrastructure. The central coordinator and delivery organization of the global project is RB Rail AS – a joint venture of the Baltic States with its headquarters in Riga. The national implementing bodies Rail Baltic Estonia in Estonia, Eiropas Dzelzceļa līnijas in Latvia and LTG Infra in Lithuania are responsible for national track construction, design and build of Rail Baltica international and regional stations and terminals under the supervision of the joint venture.



## A project for the people



Rail Baltica will enable people of the Baltic region to connect faster and better. This will positively impact people's lives in several key areas:

Better opportunities to commute for education and employment, as it will become easier to comfortably travel for work and study with significantly shorter journey times.

More opportunities for healthcare – making it easier to access specialist health providers across the region.

Better connections between Baltic cities also mean more opportunities to build business contacts and develop cross-border cooperation.

Access to cultural events as well as entertainment venues and shopping centres.



### Regional train services

Through collaboration with municipalities, local infrastructure will receive a boost from the project as well, creating the opportunity to develop regional train services along the Rail Baltica line.



### Safety

The improved safety standards for rail travel will help save lives. Fatality rates for rail travel are almost 30 times lower than for private cars, and nearly three times lower than for public buses.



### Saving time, saving money

The top speed for Rail Baltica passenger lines is 234 km/h – saving people an expected 5.4 million hours per year (the equivalent of 604 years). The rail line will also offer price benefits over both driving and flying.



## A project for businesses

In addition to passenger travel, businesses will be able to use Rail Baltica for freight transport and logistics. The new railway will make it easier for companies to provide services across the entire region and take advantage of new growth opportunities.

Fast and reliable cargo services will ensure better access to the European market and companies in the Baltic States will become more competitive at global level.

Moreover, the project itself is expected to generate 13 000 direct jobs and more than 23 000 indirect and induced jobs during the construction phase, as well as approximately 800 permanent jobs in operations and infrastructure management.\*



## A project for the planet

Railways are significantly and measurably more environmentally friendly than other forms of transport. Rail Baltica will be fully electrified, thereby reducing CO<sup>2</sup> emissions to the lowest possible levels. According to data gathered for Rail Baltica cost-benefit analysis, it will also lead to an 18.3% reduction in air pollution and a 4.7% noise reduction. Thanks to these and other environmental considerations, the Rail Baltica project is expected to contribute towards climate change mitigation.

When it comes to environmental impact, it is not just a matter of climate change mitigation and reduced emissions – the Rail Baltica route has also been carefully planned to respect protected areas. Special passages for wildlife will be built across the embankment to minimise the impact on natural habitats and migratory routes.



## A project for security

Rail Baltica will contribute to the security of the Baltic States by establishing railway connectivity with their allies in Europe and improving military logistics in the entire region. By aligning rail gauge and other technical parameters with the European railways, Rail Baltica will be part of European Military mobility.

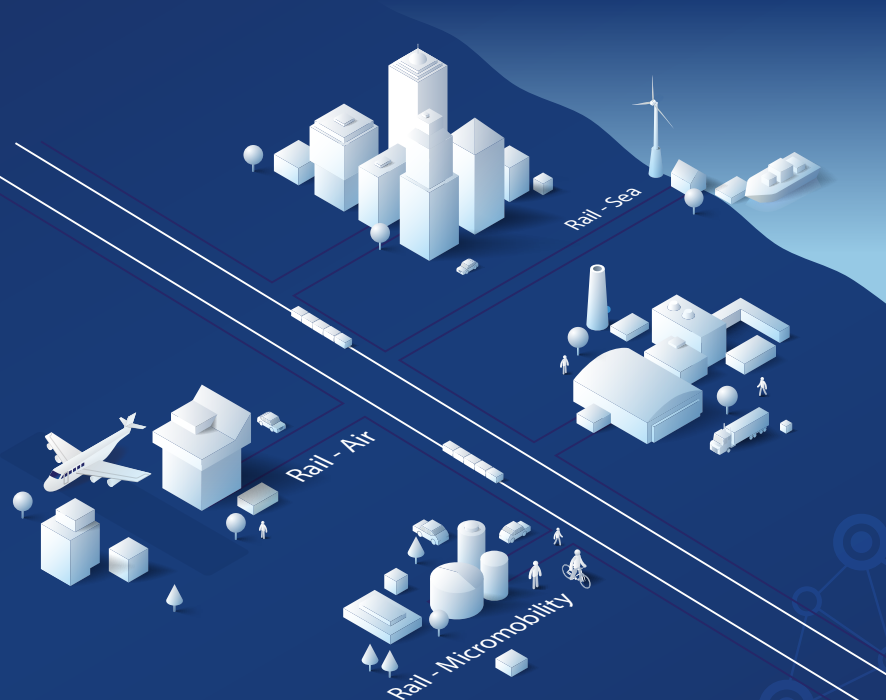
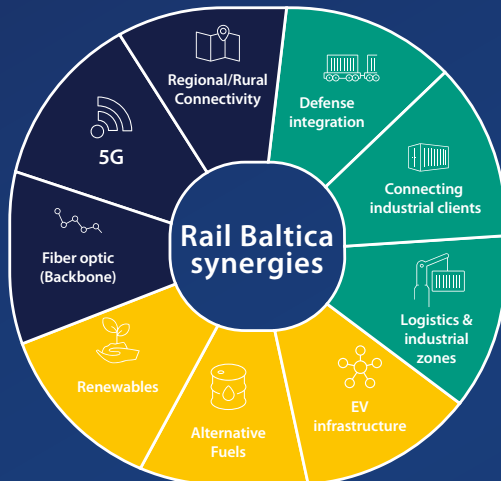
# Rail Baltica – more than just a railway

Rail Baltica is much more than an infrastructure project: it is the establishment of a new economic corridor in North-East Europe that will affect many aspects of our current lifestyle.

While the new infrastructure will certainly put the Baltics firmly on the European rail map, creating massive opportunities for value creation along its infrastructure – with such economic benefits as commercial property development, revitalisation of urban areas, private spin-off investment, new business formation, technology transfer and innovation, tourism development and other catalytic effects – it will also shape new passenger habits and opportunities for private individuals.

## Corridor synergies to unlock the opportunities of multimodal transport corridor

- › Opportunities for energy, digital & other infrastructure
- › Coordinated and cross-border approach; enabling & connecting smart cities
- › “Dig Once” construction planning (where possible)





# A truly European project: for local and international businesses and partnerships

To leverage Rail Baltica international reach, significant effort is invested in developing and deepening relationships with industry partners at a regional and European level.

The Rail Baltica global project is actively pursuing cooperation opportunities with railway industry and related business associations across the Baltics, Europe and beyond, as well as embassies and trade facilitation representations.

To date, Rail Baltica boasts a highly diverse mix of pan-Baltic, European and global partners working together with more than 200 Baltic companies and 50 international suppliers to deliver a truly collaborative European international megaproject which leverages the best available know-how and technology, while also promoting local added value and competence development.



# Rail Baltica global project implementation

- Design works in advanced stage on more than 640km
- Large-scale construction works started in all three Baltic countries, including for the Rail Baltica international stations – Riga Central Hub and Riga International Station in Latvia
- Electrification deployment strategy selected, and energy subsystem design and build procurement launched

Control-Command and Signalling Engineer selected, work on deployment strategy started

First consolidated procurements for construction materials launched

Acknowledging the new economic corridor potential

Finland and Poland – full commitment and enhanced cooperation

- > 100% mainline design documentation completed
- > Large-scale construction works advancing
- > Railway systems full scale implementation
- > Point type objects advancing
- > Stimulus to the economy
- > Progressive completion and start of operations of Rail Baltica
- > Full interoperability ensured
- > New economic corridor kickstarted
- > A well-functioning market for services and investment emerges



Rail Baltica is currently one of the biggest investments in improving the mobility and travel opportunities, as well as developing business, trade, tourism and the exchange of goods in the region. It is the largest railroad infrastructure project to be constructed in the Baltic countries in the last hundred years.

## National and EU contribution

The implementation of the Rail Baltica project is financed by the national states – Estonia, Latvia and Lithuania – and co-funding from the European Union up to 85% of the total eligible costs, in particular in the framework of the Connecting Europe Facility (CEF) funding instrument.

## Main tips for suppliers

Rail Baltica procurement, supplier participation and project implementation is conducted in a fair and transparent manner ensuring open, unrestricted, and universal competition and access to the supplier market. The procurement process – the contracting authority's requirements, selection of bidders, tendering procedures and the award of contracts – shall be fully in line with the governing laws and regulations safeguarding openness to public scrutiny, whilst ensuring the application of best practice.

- Check in regularly at [railbaltica.org/tenders/](https://railbaltica.org/tenders/).
- Sign up for the Rail Baltica procurement newsletter.
- Register in the respective e-procurement systems of each Baltic state.
- Familiarize yourself with the minimum qualification requirements for suppliers.
- Note that applications/proposals in RB Rail AS procurement procedures can only be submitted through the E-tendering system [eis.gov.lv](https://eis.gov.lv). Applications/proposals submitted by e-mail or in paper format outside the e-tendering system will be rejected.
- Pay close attention to procurement requirements.
- Send questions and feedback as early as possible regarding any procurement document.
- Choose your partners wisely to ensure that, together, you will have the required resources and will be ready to deliver the contract.



Find us at [railbaltica.org/tenders](https://railbaltica.org/tenders)

Check out the  
project status here:  
**[railbaltica.org](https://railbaltica.org)**



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