



Rail Baltica

status quo in Latvia
expectations of Latvia

5 June 2014

TransBaltica 2014

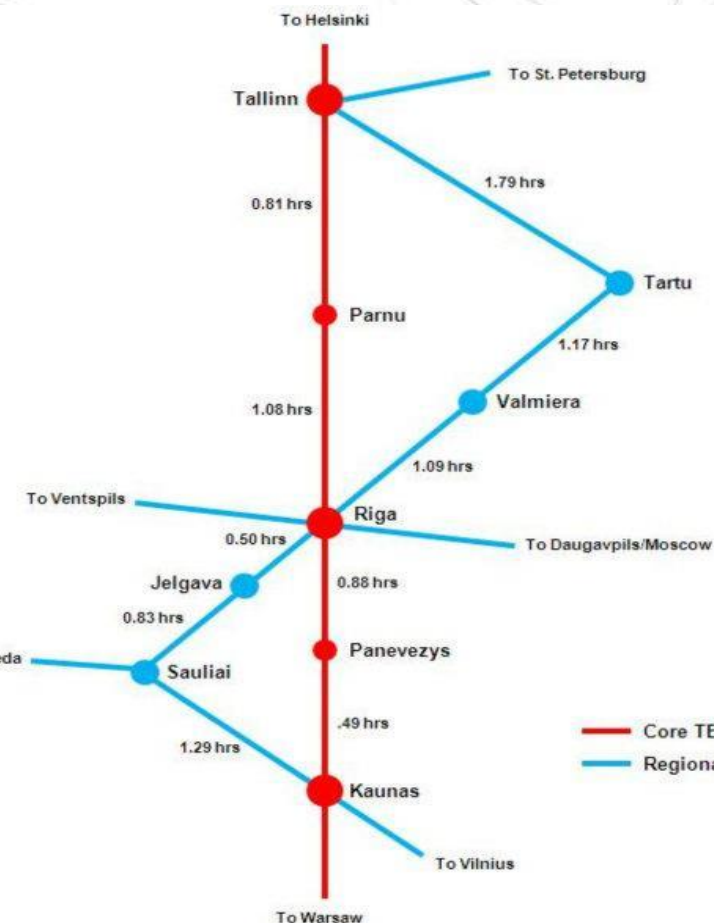
*Maris Riekstins, Deputy Director of Railway Department,
Ministry of Transport*

AECOM Study Conclusions

- Standard (1435 mm) track gauge
- Conventional mixed traffic line
- Overall length 728 km
- Design speed 240 kph
- Maximum axle load 25 tonnes
- Double track for entire length
- Fully electrified
- Standard gauge with few dual-gauge sections
- Infrastructure cost per km ca 3 million €
- Total track-related costs ca 2,4 billion €
- Total Capital Costs ca 3,5 billion €
- Average annual maintenance cost ca 11,8 million €
- Access charges:

— Core TEN-T Rail Baltica (1435mm) - *Passenger services € 3.95 per train km*
— Regional Rail Baltica (1520mm) - *Freight services € 5.92 per train km*

Main design and construction activities to be carried out in 2015-2024

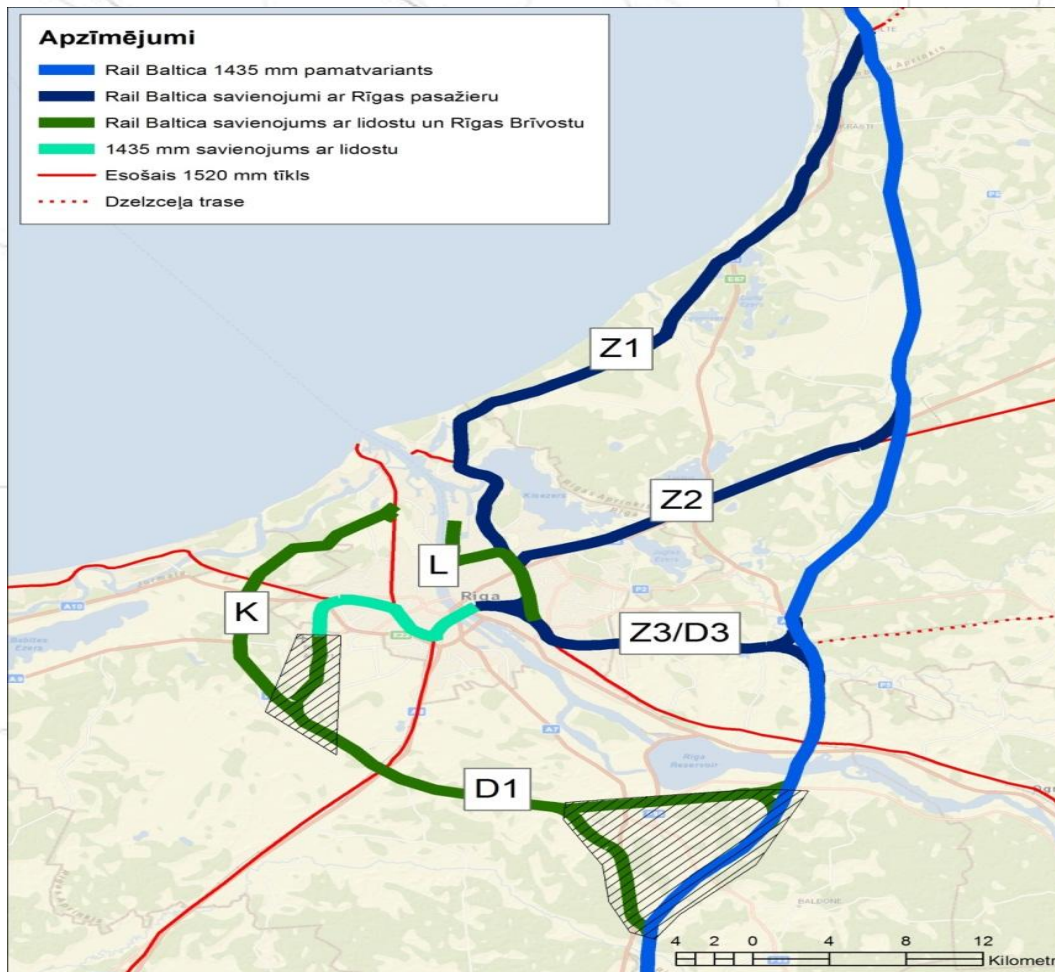


SCOPE OF FURTHER STUDY IN LATVIA:

- ❖ TASK 1: STUDY OF CONNECTIONS TO RIGA CITY CENTRE, AIRPORT AND RIGA FREEPORT
- ❖ TASK 2: SPATIAL PLANNING AND TECHNICAL RESEARCH
- ❖ TASK 3: STUDY OF TECHNICAL PARAMETERS
- ❖ TASK 4: DETAILED STUDY OF ALIGNMENT OPTIONS
- ❖ TASK 5: DETAILED TECHNICAL SOLUTIONS
- ❖ TASK 6: ENVIRONMENTAL IMPACT ASSESSMENT
- ❖ TASK 7: COST – BENEFIT ANALYSIS
- ❖ TASK 8: PROJECT MANAGEMENT PLAN
- ❖ TASK 9: PREPARATION OF TOR FOR DESIGN AND CONSTRUCTION PHASES
- ❖ TASK 10: CONSULTATIONS WITH STAKEHOLDERS AND COMMUNICATION

The contract for the technical study in Latvia has been signed on 30th April, 2014, works are ongoing

Better connection of Riga to the *Rail Baltica II*

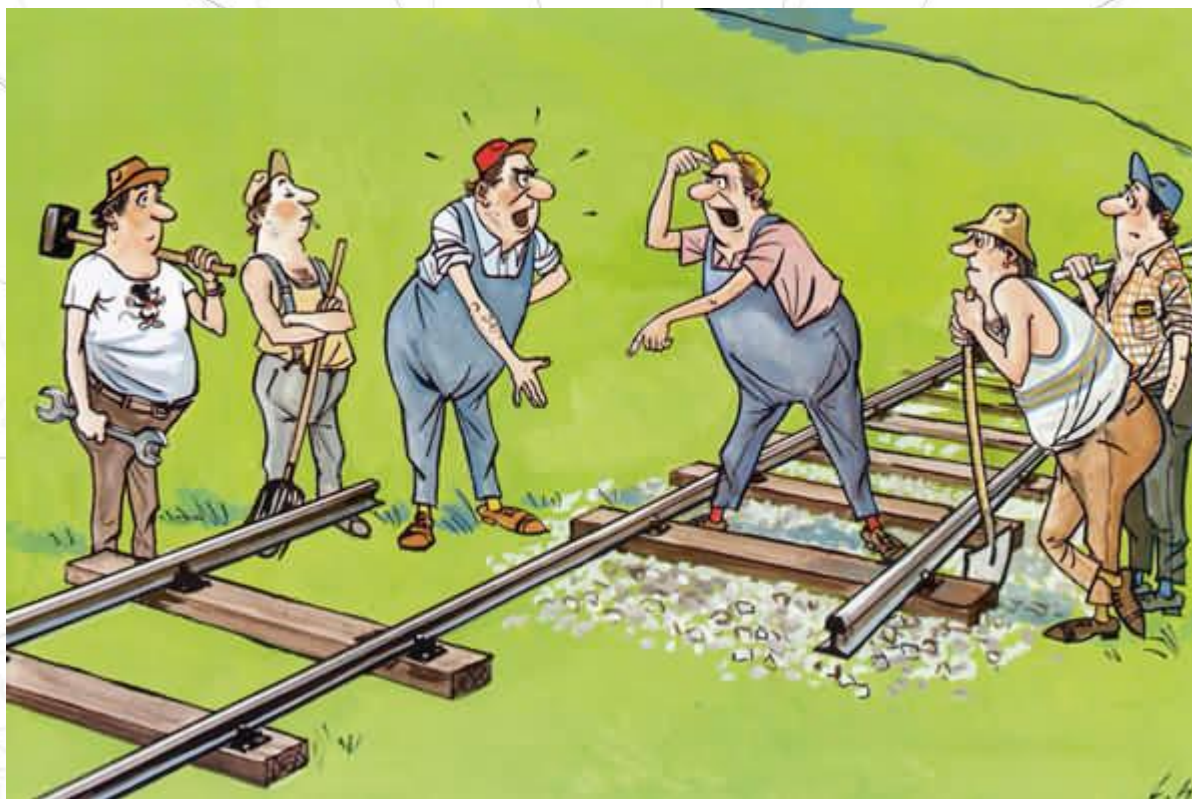


Options for further investigation

Goals:

- ❖ connection to the city passenger rail terminal
- ❖ connection with Riga International Airport
- ❖ connection with port terminals on the right and on the left bank of Daugava river
- ❖ new river crossing
- ❖ cost-benefit analysis – effects of the *Rail Baltica II*
- ❖ road and broad gauge rail Riga bypasses
- ❖ multi modal bridge

Joint Venture establishment



The Rail Baltica Task Force continue working on the establishment of the Rail Baltic Joint Venture as mandated by the ministers.

We found how different we are and learn how to overcome these differences

Joint Venture establishment

❖ Main points of disagreement:

❖ *Kaunas-LT/PL border-Bialystok section (compromise found at vice-ministers level)*

❖ *Vilnius connection (compromise found at vice-ministers level)*

❖ Latvia will establish 100% state owned holding company as soon as the SHA and Statutes draft will be finalized to be a Shareholder in Joint Venture – «RB Rail»

Kaunas-LT/PL border-Bialystok section

- ❖ **AECOM study took into account this part with the relevant performance figures in their analysis**
- ❖ **Line currently being built in LT is a bottleneck (in terms of speed & capacity) for the future line (estimation of +36 min on Kaunas-LT/PL border section)**
- ❖ **Problems on the PL side (environmental issues, ongoing works in advanced stage)**
- ❖ **To be solved now in LT part, even bottleneck in PL remains – as shorter it is, as better is performance!**
- ❖ **Expectations from PL in future:**
 - ❖ **Adjust Polish plans for the benefits of the whole RB II line.**
 - ❖ **Adjust relevant parameters for the PL section connecting to Lithuanian border:**
 - ❖ **Maximum speed;**
 - ❖ **Number of tracks;**
 - ❖ **Electrification and signaling systems.**

Vilnius connection

(possibility and necessity)

❖ CEF Regulation provides only existing line upgrade

REGULATION (EU) No 1316/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 11 December 2013

establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing
Regulations (EC) No 680/2007 and (EC) No 67/2010

(Text with EEA relevance)

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Helsinki - Tallinn	Ports, MoS	Port interconnections; (further) development of multimodal platforms and their interconnections; icebreaking capacity; MoS
Tallinn - Rīga - Kaunas - Warszawa	Rail	(Detailed) studies for <u>new UIC gauge fully inter-operable line; works for new line to start before 2020</u> ; upgrading and new line on PL territory; rail – airports/ports interconnections, rail-road terminals, MoS
Ventspils – Rīga	Rail	Upgrading, port interconnections, MoS
Klaipėda – Kaunas	Rail	Upgrading, port interconnections, MoS
Kaunas – Vilnius	Rail	<u>Upgrading,</u> airports interconnections, rail-road terminals

Vilnius connection – our position

- ❖ Such connection **(not re-routing of the line!)** is welcomed and probably will bring benefits for the overall performance of the line (in case of a new 1435 mm line; but feasibility not clear now)
- ❖ Was not discussed before and included as integral part of project (neither mentioned in declarations until late 2013, nor in CEF Regulation corridor)
- ❖ **Should not impact already agreed activities until 2020** (it is important to understand the actual availability of Cohesion Funds after the commitments made up to the end of 2016) – line through Kaunas anyway
- ❖ **Feasibility study required!** The objective of the feasibility study should be to assess the feasibility of the Kaunas-Vilnius connection and to demonstrate financial and socio-economic performance of the RB Project with or without the connection
- ❖ **Financial scheme for Kaunas-Vilnius connection must be introduced in compliance with EU regulations and agreed activities for financial planning period until 2020**

Conclusion remarks

- ❖ Estonia and Latvia in close cooperation are carrying out national preliminary technical studies
- ❖ Conceptual agreement on the major issues of SHA is reached at vice ministers level and Task Force is currently working on SHA wording.
- ❖ The Baltic States are dedicated to Rail Baltica project and Joint Venture will be established as soon as possible in order to submit CEF application for first call of proposals, which will be opened on September 2014.
- ❖ ...and hopefully our dream will become true!

Thank You for attention!

Telekomunikācijas un Sakari Automatiksme & ceļi

