



RAIL BALTICA

MOBILITY, CONNECTIVITY,
DEVELOPMENT

MINISTRY OF TRANSPORT OF THE REPUBLIC OF LATVIA |

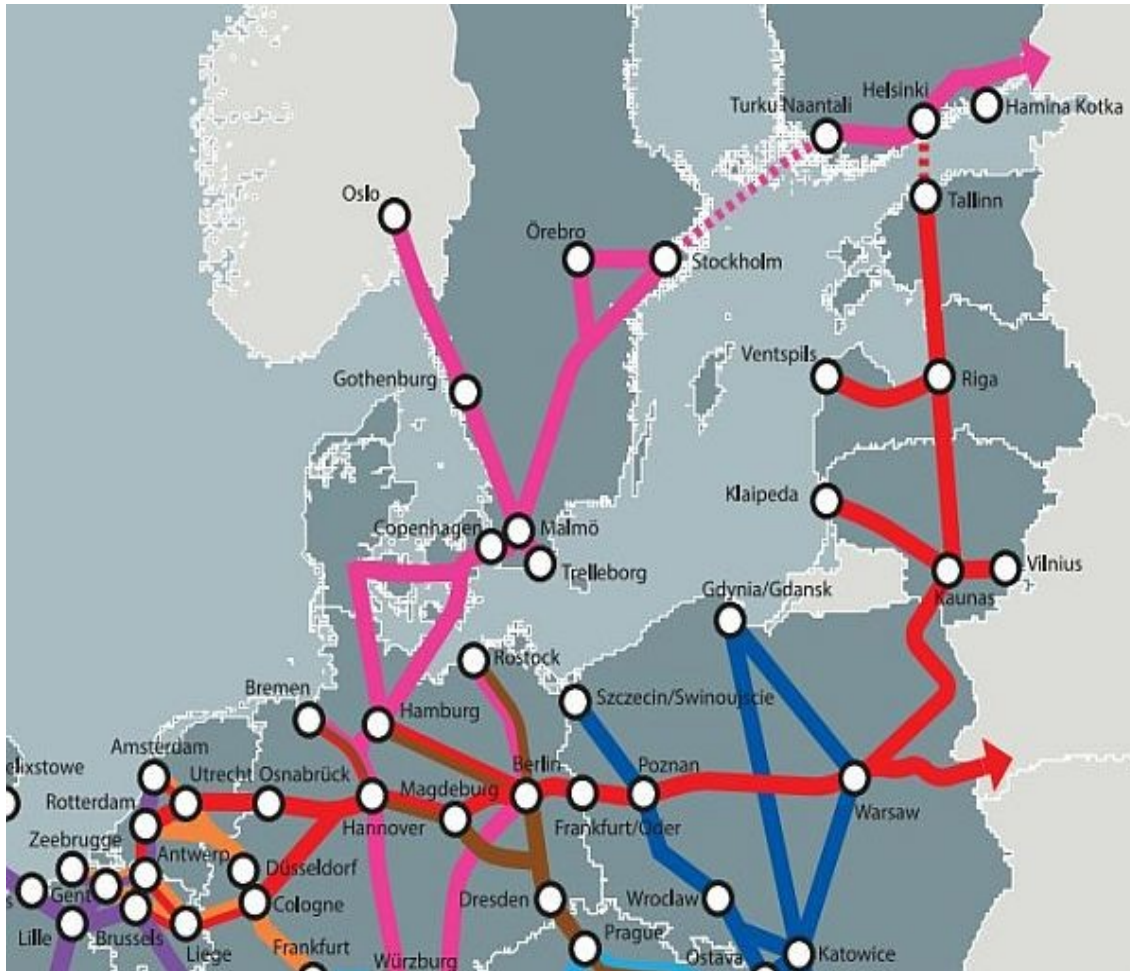


RAIL BALTICA : Our project of the century

- The largest railroad infrastructure project in the Baltic countries in the last 100 years
- 3 country trans-national collaboration in one joint venture (and 2 more expected to join)
- An estimated 5 billion EURO investment over 15 years in the Baltic countries
- Significant EU support: technical & financial



EU STRATEGIC AMBITION: NORTH SEA-BALTIC CORRIDOR



- Sustainable national economy with diversified development
- Establish & improve North/South freight and passenger flows
- Enhance East/West flows



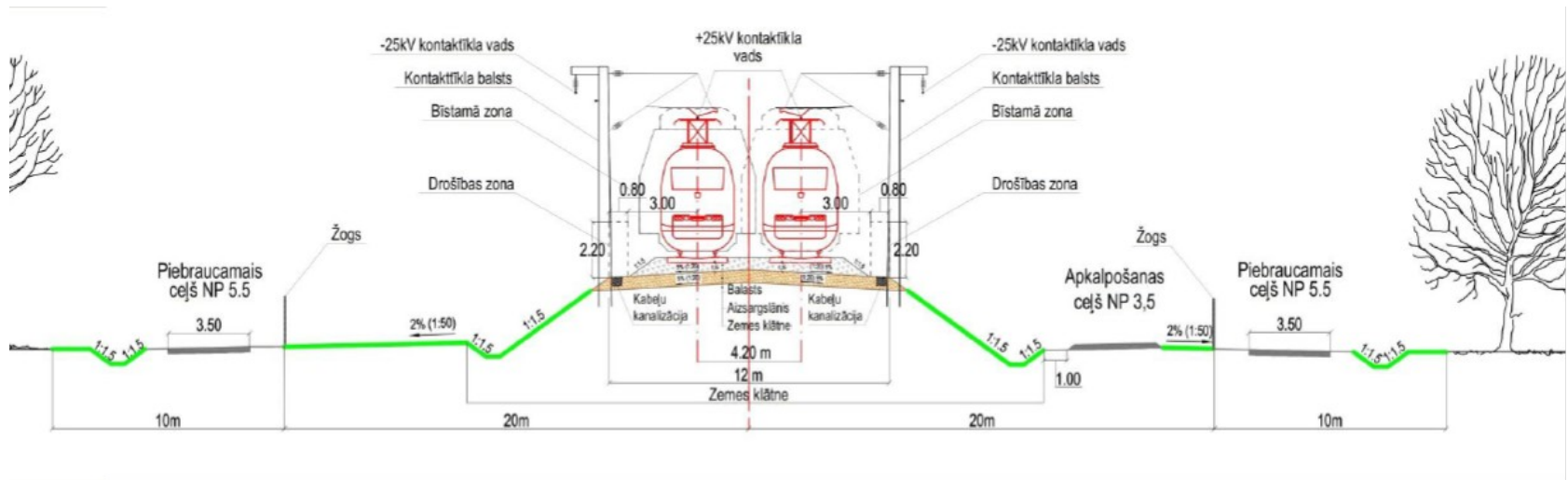
Chosen route for Rail Baltica





Main Technical data of the Rail Baltica railway line

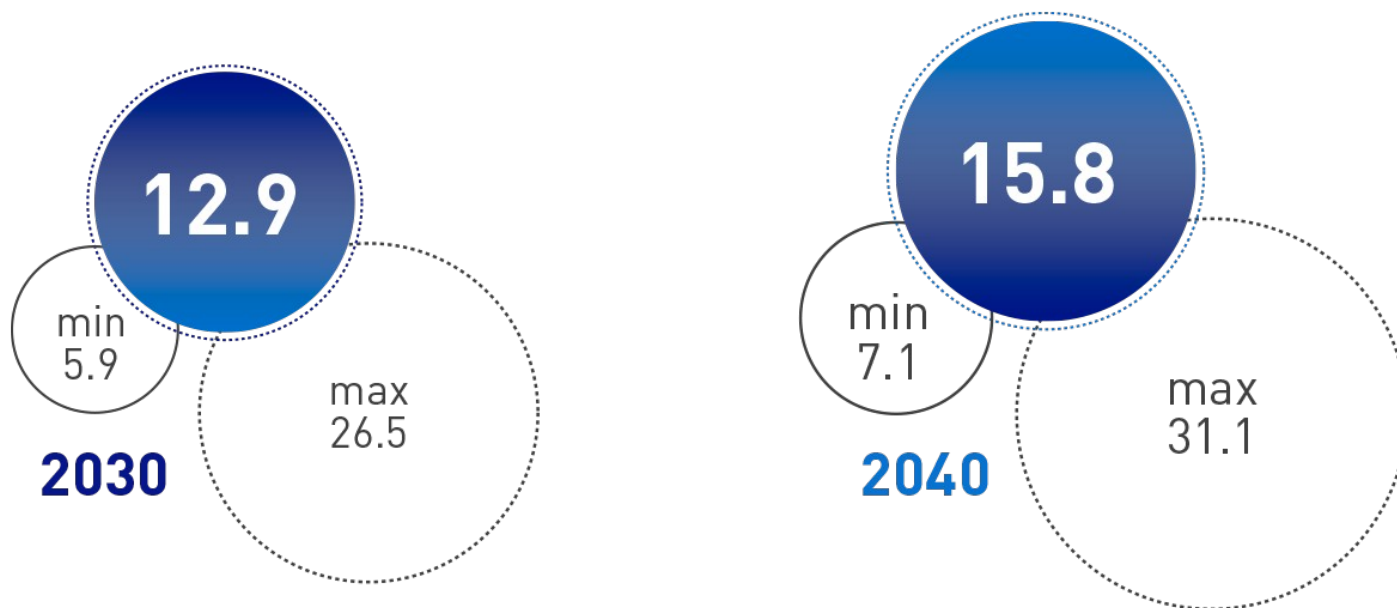
- Double track, electrified, conventional mixed traffic line (1435 mm)
- Design speed of passenger trains up to 240 km/h and freight trains up to 120 km/h
- Overall length 728 km
- Minimum axle load 22.5 t
- Estimate Capital Costs up to 5 billion €
- Planned to transport ~ 13 million tons of freight and ~ 5 million passengers per year (2030)
- Journey times between Tallinn and the Lithuanian /Polish Border: Passenger 4.13 hrs
- Freight 10.38 hrs





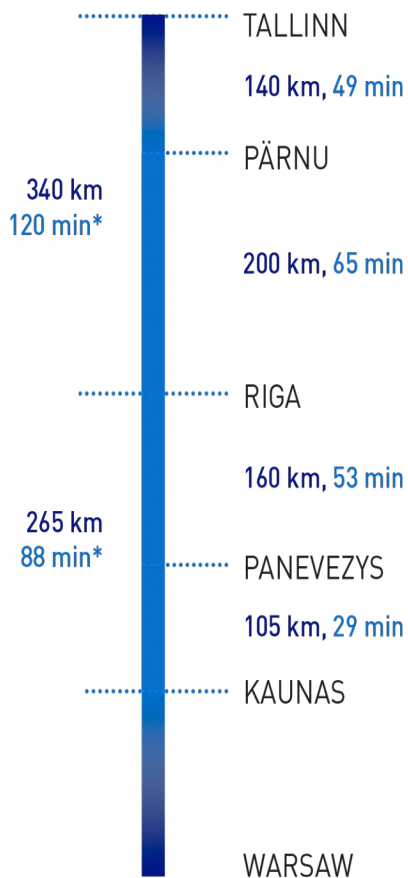
FREIGHT / CARGO PROGNOSIS FOR THE BALTIC

Expectations: cargo turnover will increase to 15.88 million tons per year by 2040.





PEOPLE BENEFITS: ENHANCED MOBILITY



Average trip (h:m)				
	Rail Baltica	Bus	Air	Car
TALLINN - RIGA	2:00	4:25	3:30	4:00
RIGA - KAUNAS	1:28	4:00	N/A	3:45

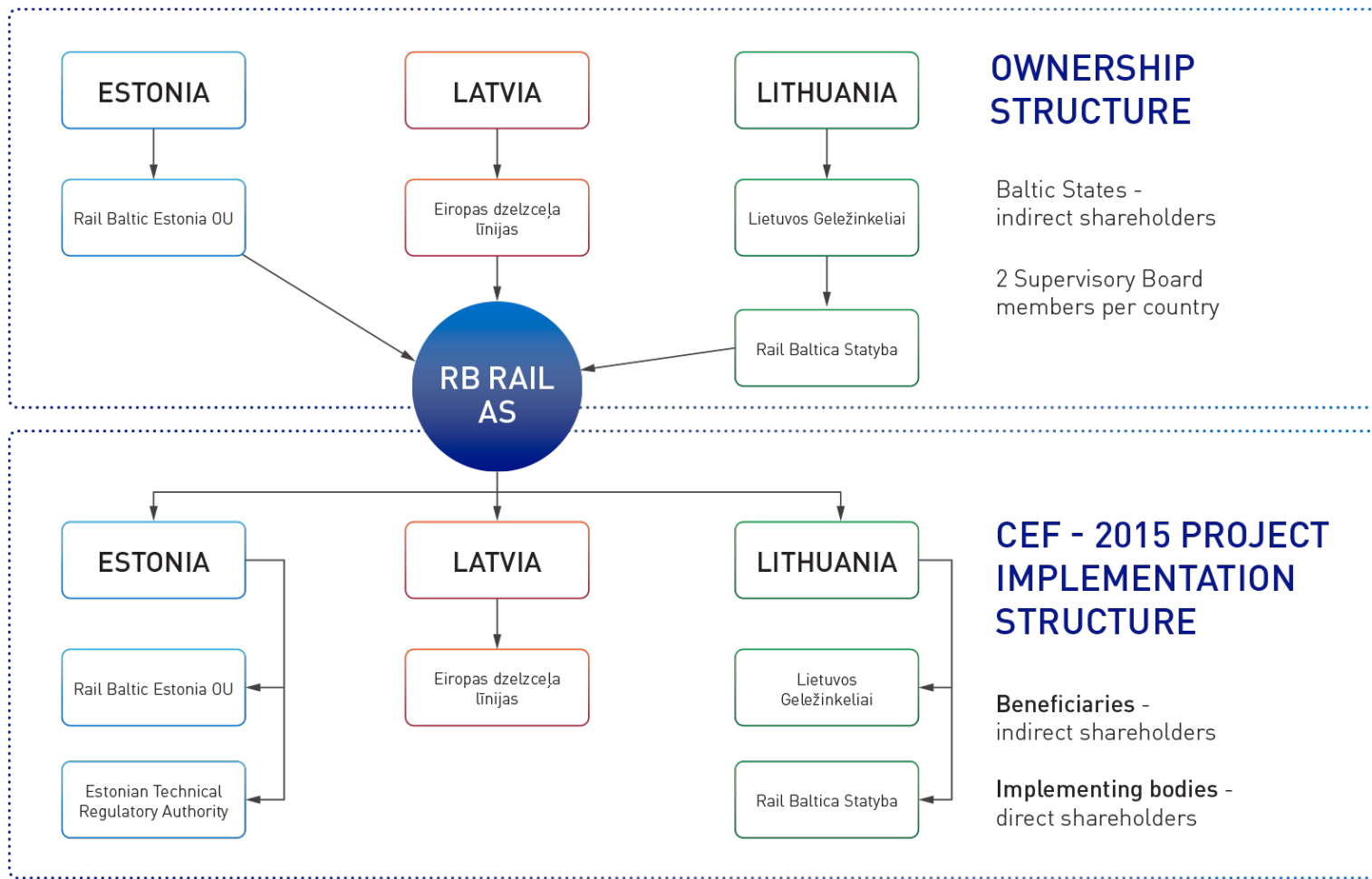
ADVANTAGES

- Fast
- Comfortable
- Affordable

FORECAST

- Regular trains every 2 hours
- Daily - over 3000 passengers per section

* Total travel time between Tallinn – Riga and Riga – Kaunas includes 6 minutes stop in Parnu and Panevezys respectively



OWNERSHIP STRUCTURE

Baltic States - indirect shareholders

2 Supervisory Board members per country

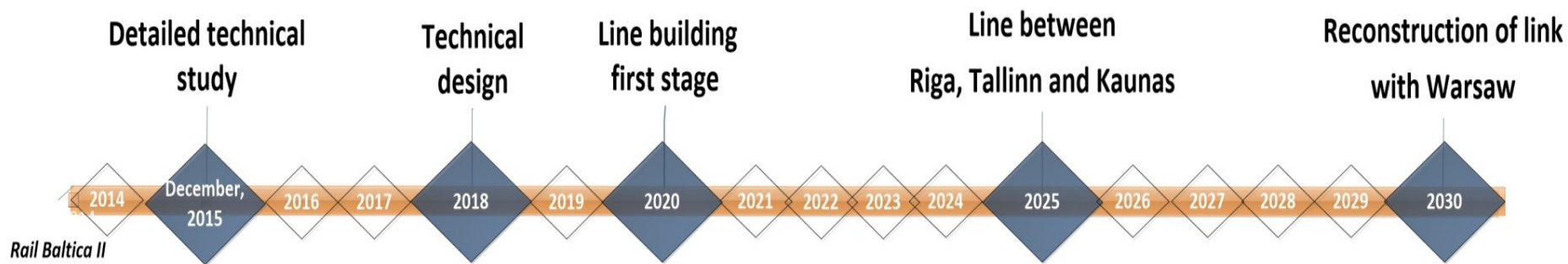
CEF - 2015 PROJECT IMPLEMENTATION STRUCTURE

Beneficiaries - indirect shareholders

Implementing bodies - direct shareholders



Global project time schedule (EE, LV, LT)



- 2016 National studies completed
- 2018-2022 Studies & technical design completed
- 2019-2020 Land acquisition completed
- 2022 Construction (phase 1) completed
- 2025 Construction completed in Baltic



Current Rail Baltica activities



- Detailed technical study, including the preparation of the report on the environmental impact assessment, detailed technical surveys, and preparation of technical solutions, performing financial and economic calculations ;
- Study on logistics facilities (site location, cargo flow projections, business case definition, etc.);
- Riga intermodal passenger terminal studies (international, intercity, inter-modal transport link);
- Study on legal aspects of land acquisition;
- Study on train traffic management and control operations plan for Rail Baltica line.



First phase activities in 2014 – 2020+2

- Joint CEF application was approved and Financing agreement signed with INEA, total amount for Latvia - 291 milj. euro.
- Activities to be completed by 2020+2:
 - detailed technical design for a Central part of Rail Baltica route
 - technical design and construction of Riga Central Railway junction and related Civil constructions;
 - technical design and construction of Riga International Airport Rail Baltica passenger station building and junction;
 - construction of railway connection central part: Riga Central Station to Riga International Airport (Phase I).
 - Land acquisition (Phase I)

General procurement policy

All procurement subject to EU Procurement regulations

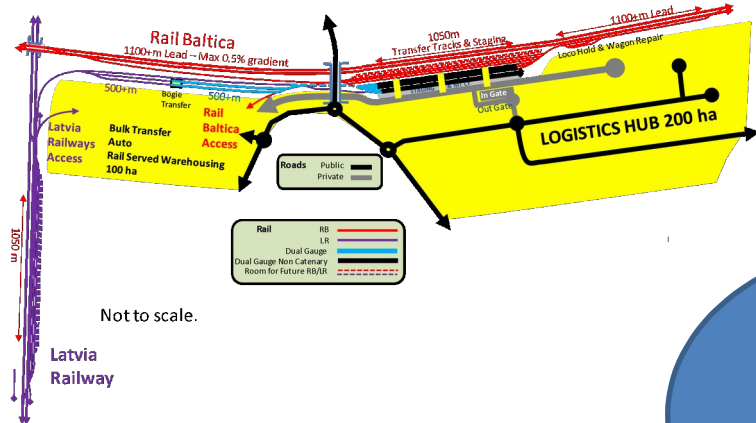
- National procurement – subject to national Procurement regulations
- Open public international tenders

Eligibility: companies registered in the European Union

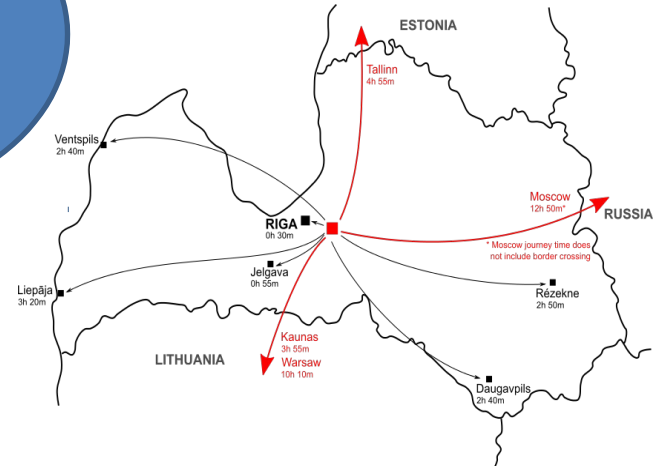
Procurement posted

- Most public procurement via Latvian site: www.iub.gov.lv
- Some public procurement to be announced in EU: www.ted.europe.eu

Vision to become reality



Connectivity,
intermodality



Sustainability of national economy and diversified development will be ensured, improving the opportunities for freight and passenger transportation in the North – South direction