

Rail Baltic

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RB background

- The idea dates back to 1994
- Rail Baltic railway connection Tallinn-Riga-Kaunas-Warsaw was designated as TEN-T priority project no 27 in 2004
- 2011 AECOM feasibility study – the best option is the shortest line from Tallinn-Warsaw
- 2011 Baltic prime ministers decision:
 - Start construction during MFF 2014-2020
 - Start national planning in EE, LV, LT
 - Establish RB joint venture by the end of 2012

What is Rail Baltic?

- 1435 mm gauge fast conventional railway
Tallinn-Riga-Kaunas-Warsaw
- Electrified with maximum speed 240 km/h
- For passenger and cargo traffic
- First TSI standard railway in the Baltics
- Largest infrastructure project in the Baltics





Objectives

- Connecting EE, LV and LT to Europe by fast railway
- New and green transportation possibility for passengers and cargo
- Promote economy of the Baltic states and of the wider Baltic Sea region
- Promote EU single market

Potential of intermodality

	2011	2012	2020
Riga Airport	5,1 M	4,7 M	?
Tallinn Airport	1,9 M	2,2 M	?
Tallinn Port	8,5 M	8,8 M	10,7 M

An example: if 10 % of daily incoming sea passengers in Tallinn port would continue on RB it would amount to 1500.

Potential north-south cargo flows on rail

O-D	Commodity	Tonnes
Finland - Germany	Paper	2,549,000
Latvia - Finland	Wood Products	1,257,000
Finland – Poland	Mineral Fuels & Oils	1,149,000
Finland – Germany	Wood Products	1,094,000
Lithuania - Latvia	Mineral Fuels & Oils	825,000
Lithuania - Estonia	Mineral Fuels & Oils	599,000
Lithuania - Finland	Wood Products	411,000
Finland - Poland	Paper	404,000
Germany - Finland	Iron & Steel	404,000
Finland - Germany	Mineral Fuels & Oils	347,000
Latvia - Germany	Wood Products	325,000
Poland - Lithuania	Food	305,000

Freight forecast for the RB:
 13 M tons – 2030
 16 M tons – 2040

Task Force

- In action since Jan 2012
- Inter-ministerial coordination body
- EE, LV, LT, FI, PL and EC
- Purpose:
 - Coordination of short/long term work plans
 - Coordination of planning processes
 - Preparation for establishment of JV
 - Mobilise funds of the EU

General milestones

Spatial/territorial plans adopted	End of 2015
Preliminary technical design approved	End of 2015
Strategic environmental assessment and impact assessment carried out	End of 2015
Technical design carried out	2016-2017
Preliminary construction works (ground works etc.)	2018-2019
Construction phase I (substructure, bridges etc.)	2020-2023
Construction phase II (superstructure)	2022-2024
Construction phase III (electrification, signalling)	2022-2024
RB ready to operate	2025

Key issues

- Establishing Joint Venture by 2014
- Applying for funds from Connecting Europe Facility in 2014
- Domestic task: finding the optimal route in the Baltic states