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# Rail Baltica general progress overview

Kristīne Malnača,  
Head of Global Project Strategy & Economics Department

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## Baltic integration in EU railway network

- Part of the TEN-T corridor
- Connection to the European standard railway network by 2030
- Implementation of EU and national strategic goals
- Geopolitical significance

33 million passengers per year

14 million tons of cargo per year



# Rail Baltica project scope to ensure a functioning transport, military and economic corridor

## Types of railway services

- International passenger transport
- Cross-border regional passenger transport
- Regional passenger transport
- Freight transport, incl. military mobility



7 international passenger stations  
45 local passenger stations/stops/halts



3 tunnels



96 railway structures (bridges, overpasses, viaducts, tunnels)



6 Infrastructure maintenance facilities

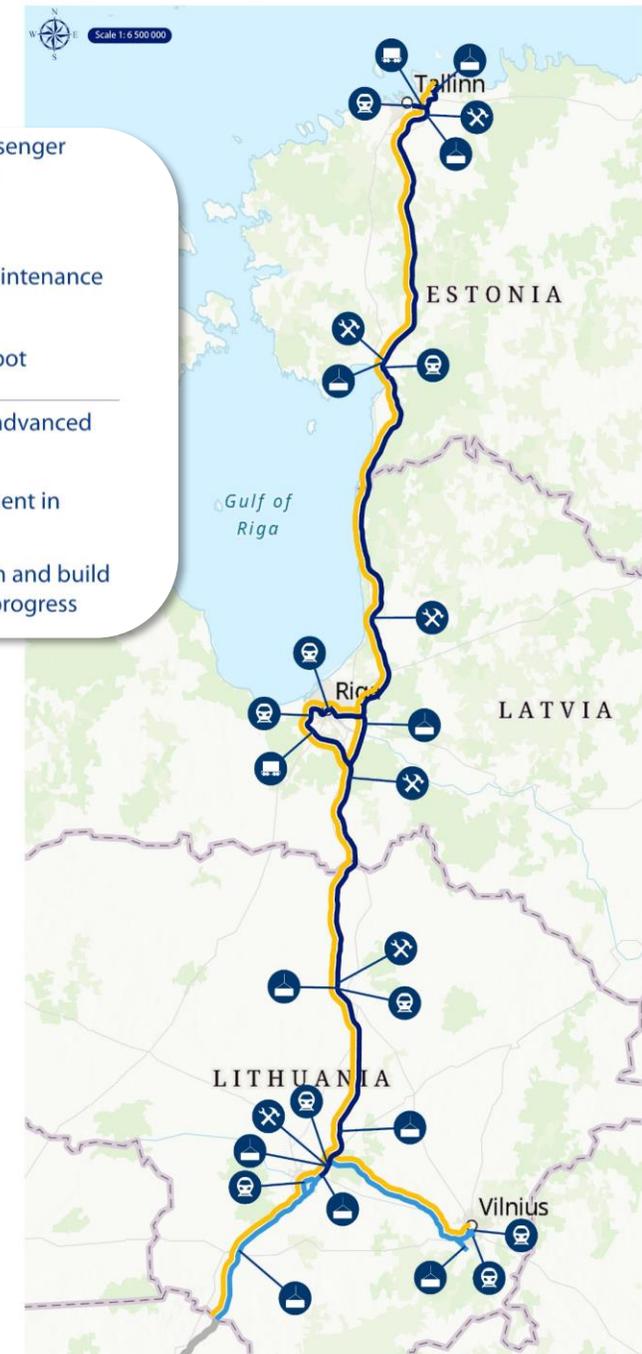


91 wildlife crossings (ecoducts, culverts, overpasses, animal crossings)



Freight terminals + port connection

- International Passenger Station/Terminal
- Freight Terminal
- Infrastructure Maintenance Facility
- Rolling Stock Depot
- Design works in advanced stage
- Design procurement in progress
- ENE & CCS Design and build procurement in progress



# Rail Baltica benefits (indicative)

## Total economic net value

€ 6.6 billion

The cost-benefit analysis shows that Rail Baltica's economic benefits exceed the planned amounts of investment



## Broader Economic Benefits

€ 16,5–22,5 billion\*

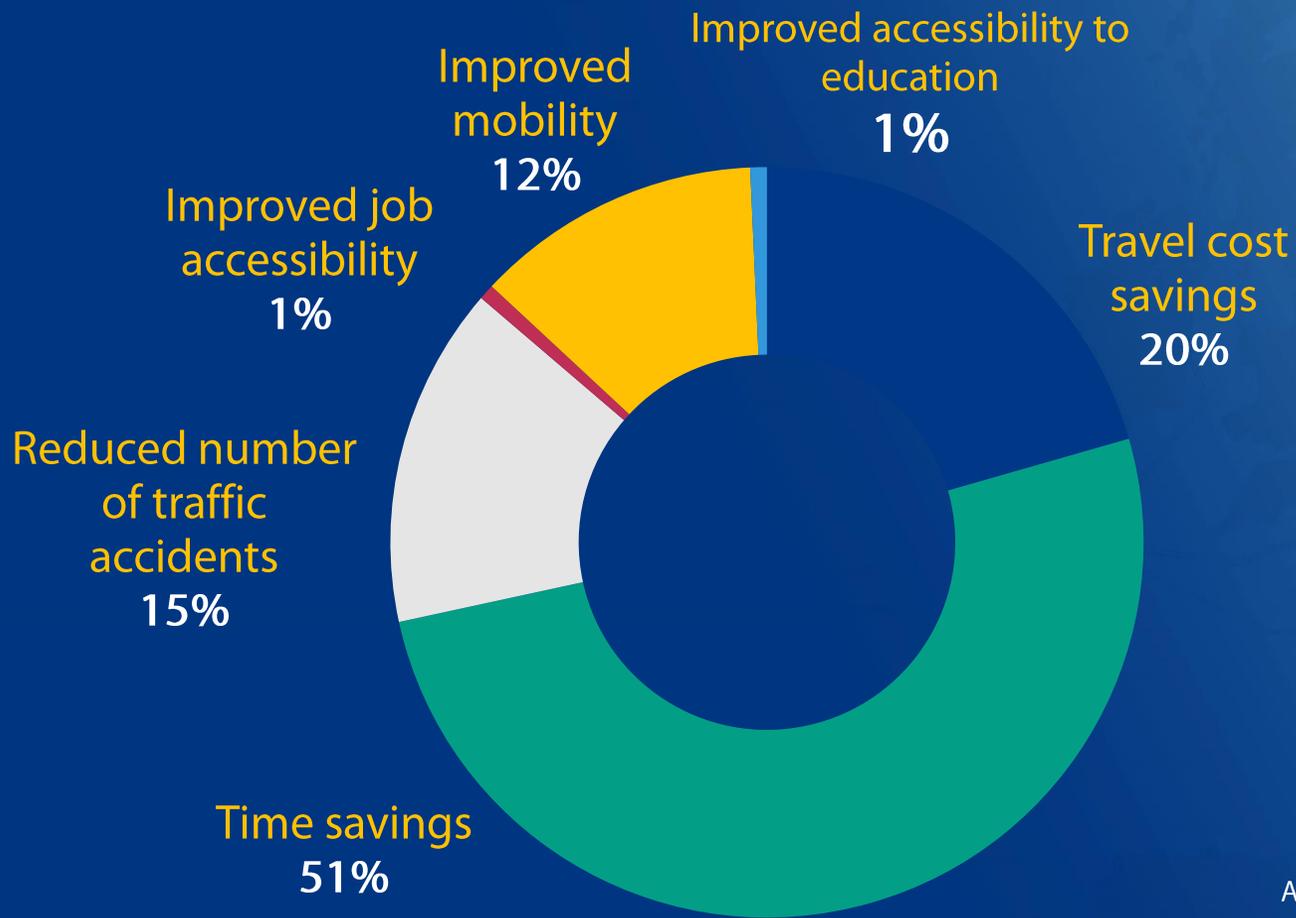
*indirect economic impact (GDP)*

- Military mobility
- Environmental sustainability
- Social equality
- Corridor synergies
- Impact to the supply chain

## Geostrategic benefits

Defense and security of the region  
 New transportation routes/corridors (Ukraine)  
 Independence from 1520mm network

# Benefits for passengers



# Rail Baltica reduces dependence on fossil fuels, stimulates investments in renewable energy technologies, and promotes the use of environmentally friendly transportation methods (indicative data)

Reduced demand for fossil fuel

1.5% - 3.3%

Reduction in fossil energy consumption throughout the region

Modal changes km per year

X

Required energy (TJ/km)

X

Total fossil fuel consumption (TJ)

Increased investments

354 EUR mio.

Increased investments in renewable energy

RB transportation movement (train-km per year)

X

Required energy (W/train-km)

X

Atjaunojamās investīcijas (EUR/W)

Replacement of short-distance flights

11.5 EUR mio.

Emission savings by replacing short-distance flights

Short-haul flights replaced by RB

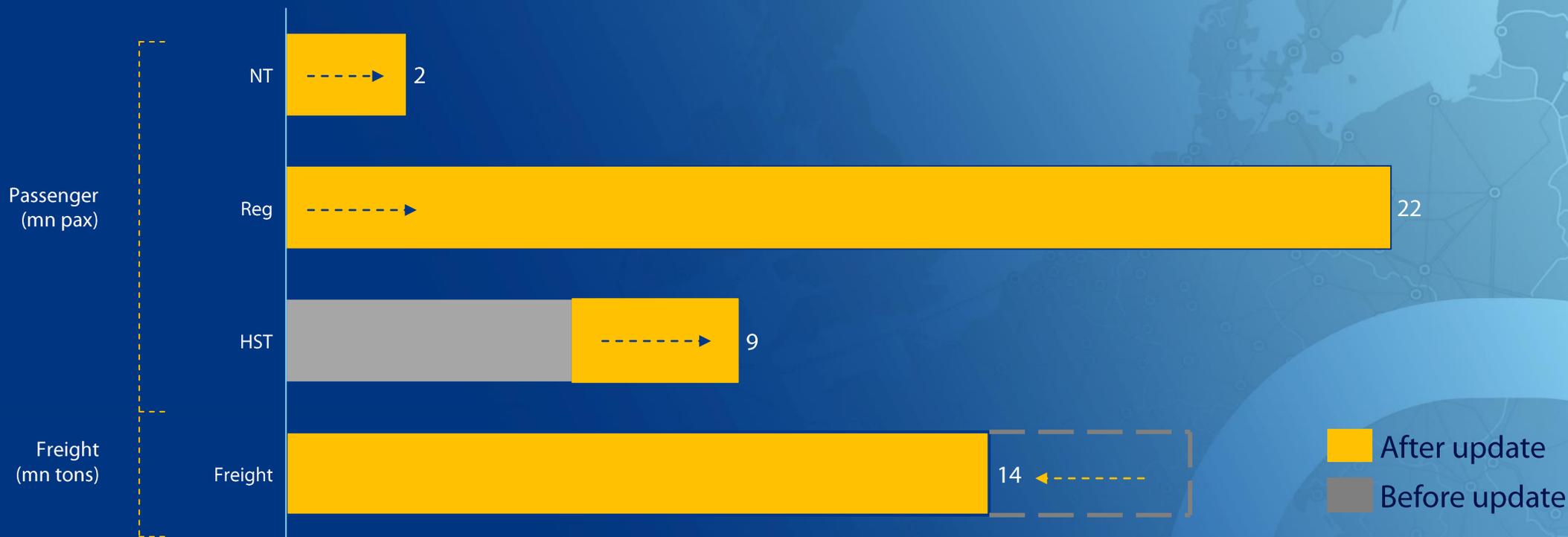
X

Emissions per flight

X

Emission costs (EUR)

# Due to RB's expanded scope, added services, and updated traffic model, forecasted passenger values rose, with a decline in freight



Note: Compared to the 2017 CBA which contains very limited information on why demand is at the given levels and where demand is not based on the RBM traffic demand model, year 2045 used

# Rail Baltica will promote the use of a more environmentally friendly mode of transport



Reduced travel time

Intermodal connections create new forms of mobility

Increased airport capacity as the number of short-haul flights decreases

Environmental benefits

## Short-haul flight replacement



Emission savings from superseding short-haul flights

# General progress on Rail Baltica implementation today

## Design & Construction

- Master designs for the priority sections are nearing completion
- >100km of mainline to be under construction in the Baltics in 2024
- Consolidated materials' procurements in the final stage
- Electrification & control-command and signalling subsystem 870km design & build procurement ongoing

## Delivery Programme 2030

- Project phasing final alignment with the three States
- Investment cost update ongoing, to be finalized with the updated Cost-Benefit Analysis and new-generation Business Plan in 2024
- Inter-institutional Project delivery set-up improvements



# Multiple financing sources to be considered



## Grants Phasing

- Regarding CEF funding, the project needs to be divided into implementation stages - until 2030 and after.
- Opportunities of CEF Military Mobility and other EU fund calls



## National budget Taxes, borrowing & subsidy

- Possibility to raise national co-financing in CEF calls in order to speed up the implementation of the project.
- Baltic states have room to increase carbon taxes
- Borrowing & relending - depend on the cost of borrowing, state aid allowed under EU regulations



## Private funding PPPs and concessions

- Allowing the governments to tap into the private sector's expertise and resources, and reduce risk for the government
- Clarity is needed on the future operational model of the project



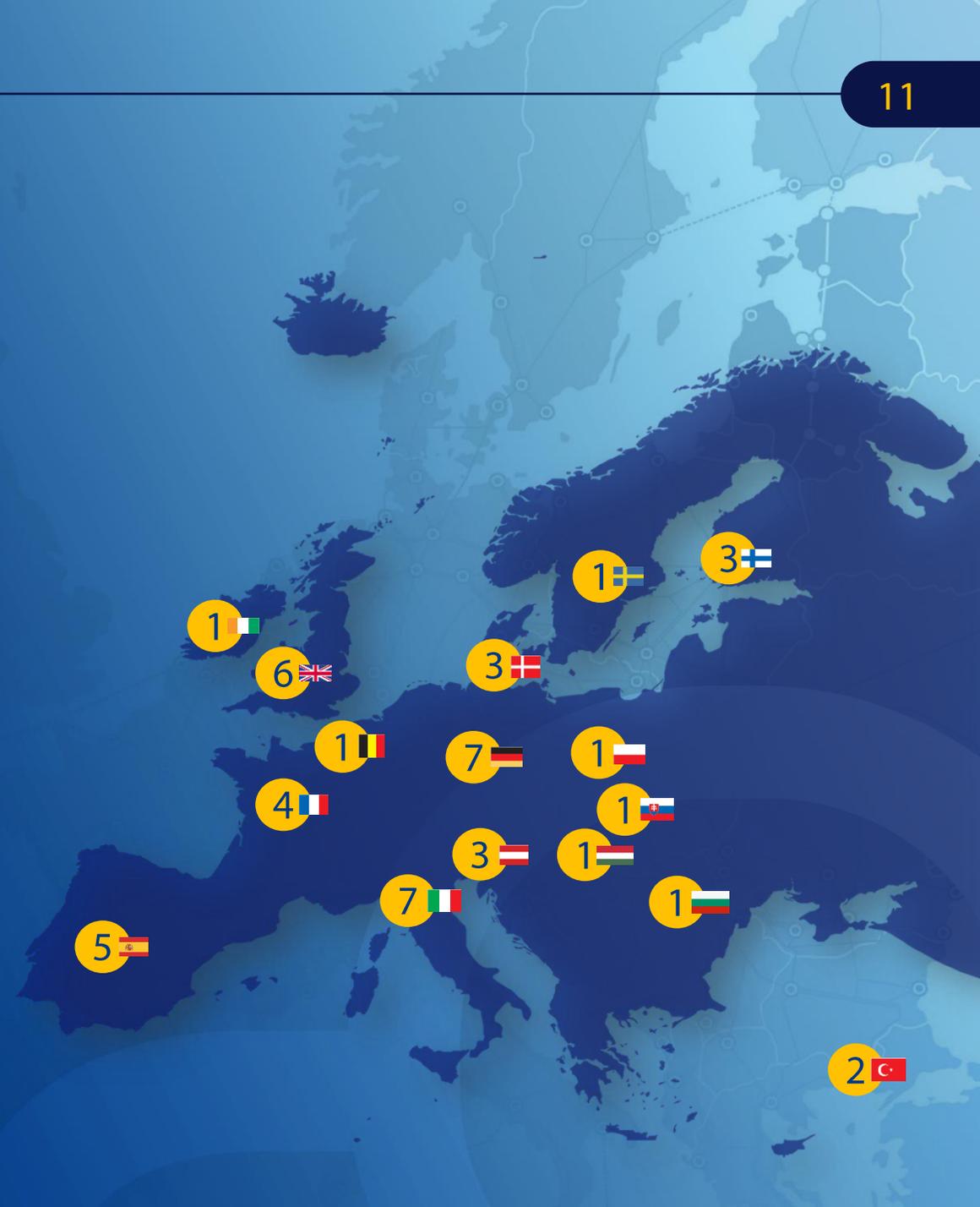
## Fin. institutions Credits and guarantees

International Financial Institutions provide credit and equity funding as well as guarantees for railway projects

# Cooperations & International Suppliers

Around 300 partnerships with Baltic and EU companies

Austria	
Belgium	
Bulgaria	
Denmark	
Finland	
France	
Germany	
Hungary	
Ireland	
Italy	
Poland	
Slovakia	
Spain	
Sweden	
Turkey	
U.K.	



> 4.7bn EUR of suppliers' contracts signed



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# Thank you!

[www.railbaltica.org](http://www.railbaltica.org)