Rail Baltica

Co-funded by the European Union

Enhancing European Rail Integration

Emilien Dang,
Chief Technical Officer and Member of the Management Board, RB Rail AS

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Rail Baltica

Rail Baltica: bridging a missing transport link by 2030

Part of the North Sea - Baltic Sea TEN-T corridor and Baltic Sea - Black Sea - Aegean Sea TEN-T corridor in the future

- Infrastructural synergies along the Rail Baltica multimodal transport corridor
- Delivering EU, regional and national ambitions
- Geopolitical obligation, not just a necessity

Contributes to European Commission's Sustainable and Smart Mobility Strategy objectives and the European Union's climate neutrality goals

Rail Baltica

A new standard for freight and passenger mobility

870 km greenfield railway infrastructure

1435 mm
Double track

ERTMS Level 2 + FRMCS*

Electrified
2x25kV AC

Maximum length of freight trains: 1050m

Axle load 25t

Design speed:
249 km/h for passenger trains
120 km/h for freight trains

SE-C (Swedish) loading gauge

* Subject to confirmation

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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

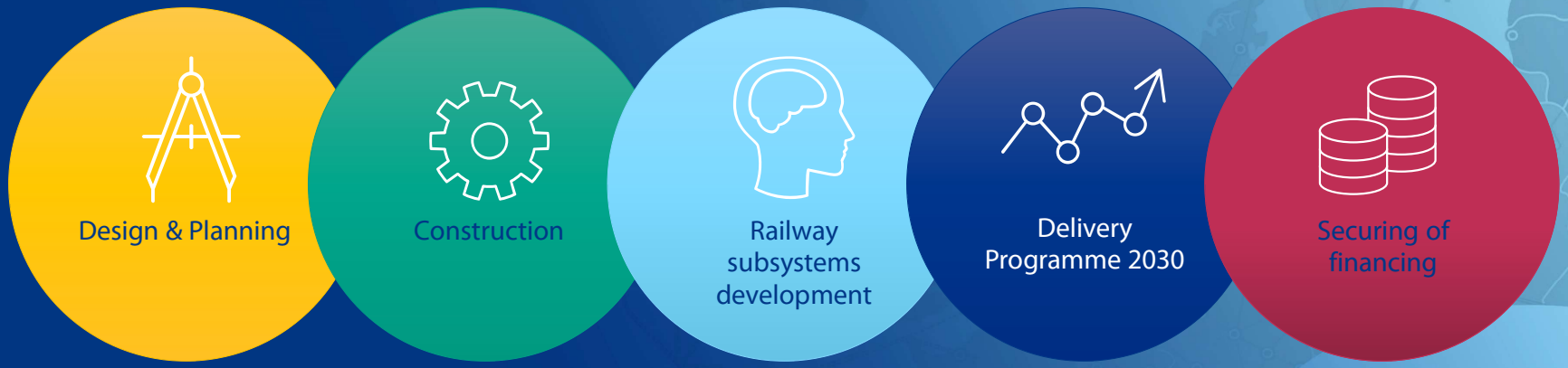
96 railway structures (bridges, overpasses, viaducts, tunnels)

6 Infrastructure maintenance facilities

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

14 Freight terminal + port connection

Current global project priorities



Design works matured to commence construction and descoped for further acceleration of construction works

Railway infrastructure construction procurements are ongoing with mainline construction set to be launched in early 2024

The design and build procurements for the 870km railway subsystems are approaching the 2nd stage

Focus on the technically feasible scheduling of works to achieve a functional and operational Rail Baltica corridor by 2030

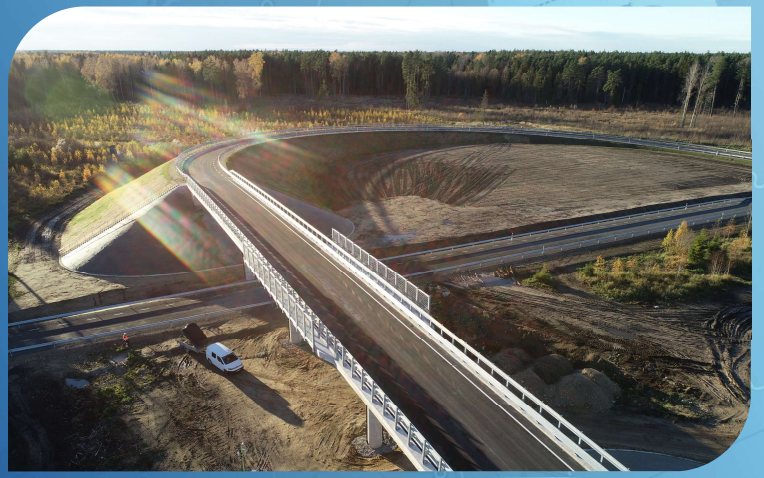
Investment costs to be finalized with the CBA and new-generation Business Plan in 2024;

Securing financing through available EU funds; alternative financing options being explored

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



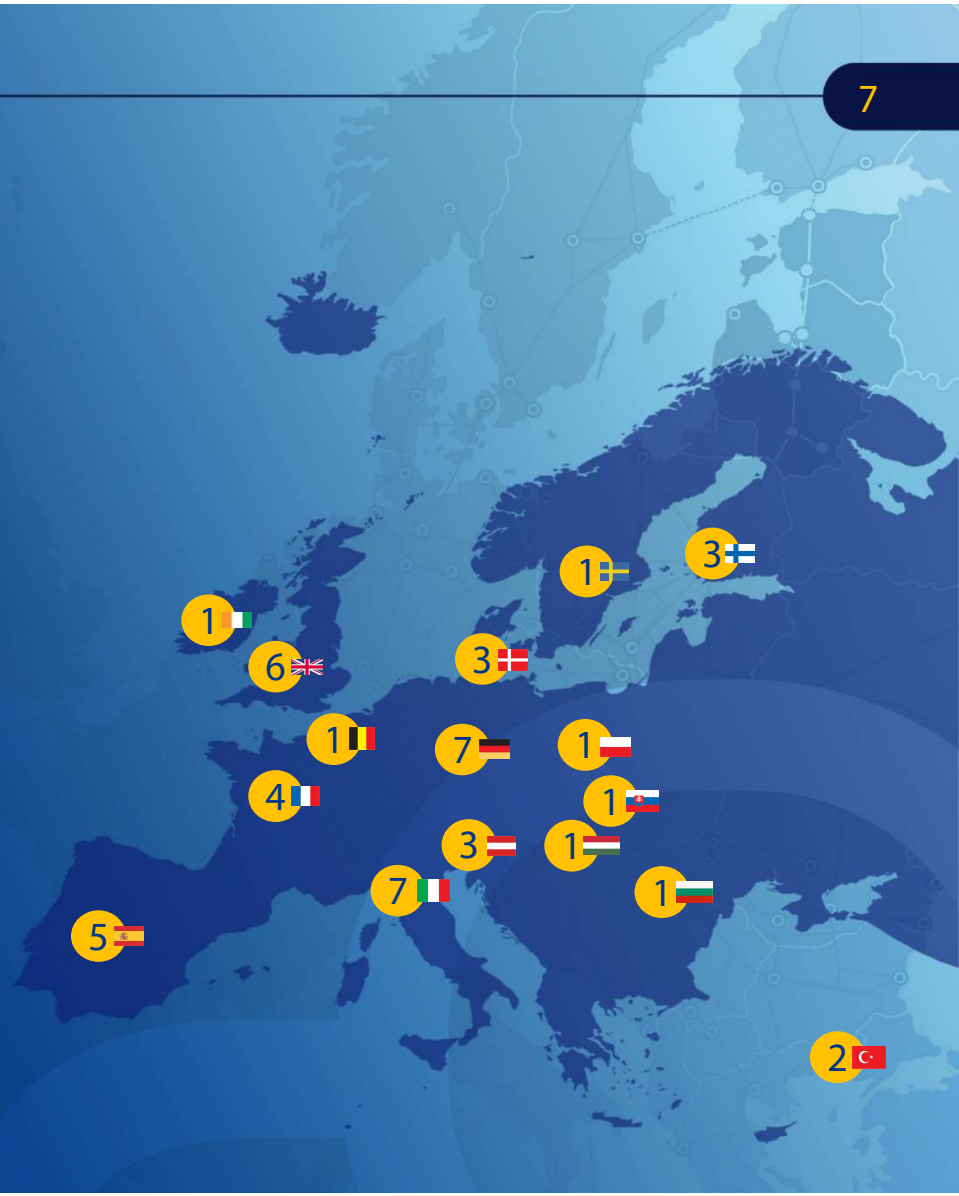
Delivery Programme 2030

- 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

Cooperations & International Suppliers

Around 300 partnerships with Baltic and EU companies

Austia	Greta, Swietelsky, TU Graz
Belgium	BESIX
Bulgaria	EKG
Denmark	PLH, COWI, RAMBØLL
Finland	YIT, AIG, GRK
France	egis, SNCF, SYSTRA, EIFFAGE
Germany	ermcon, railistics, PTV VISSIM, OBERMEYER, DB, TÜV, ETC Gauff Solutions
Hungary	BCG
Ireland	Bentley
Italy	Sintagma, ITALFERR, IDS, 3TI, RIZZANI DE ECCHER
Poland	VINTAGE CONSULTING, budimex
Slovakia	Valbek, Prodex
Spain	ineco, prointec, IDOM, renfe, Ardanuy
Sweden	SWECO
Turkey	YÜKSEL PROJE, prm
U.K.	Network Certification Body, Hogan Lovells, LINIUM CONSULT, ATKINS, AECOM, ZAHA HADID ARCHITECTS



> 4.7bn EUR of suppliers' contracts signed

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Rail Baltica response to climate change challenges mitigation

- Aim for 100% use of renewable energy
- Savings estimated > 150,000 tCO_2e per year of operation in 2030 & > 400,000 tCO_2e per year of operation by 2050
- Fossil fuel consumption estimated to decrease between 1,5% and 3,3% compared to the historical average consumption observed between 2010 and 2021
- Contribution to energy independence, a key target of EU, enhancing energy secruity within the region
- Aim to reduce GHG emissions through a modal shift towards rail and realize between EUR 2,3bn and 3,1bn in net GHG cost reduction

Rail Baltica

Rail Baltica response to climate change challenges adaptation

- The design life of Rail Baltica infrastructure is up to 100 years; designed to be climate resilient, considering climate change
- A comprehensive Study on climate change impact assessment applied as the basis for Rail Baltica design guidelines
- Key adaptation aspects: flooding and heavy rain, wind and storms, ground instability and landslides, lightning, low and high temperatures, snow, freezing rain and glazed frost, frost penetration of soil, fog, draught and wild-fires

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Thank you!

emilien.dang@railbaltica.org
www.railbaltica.org