



REPUBLIC OF ESTONIA
MINISTRY OF ECONOMIC AFFAIRS
AND COMMUNICATIONS

Rail Baltic – Overview of the challenges and stages of the project

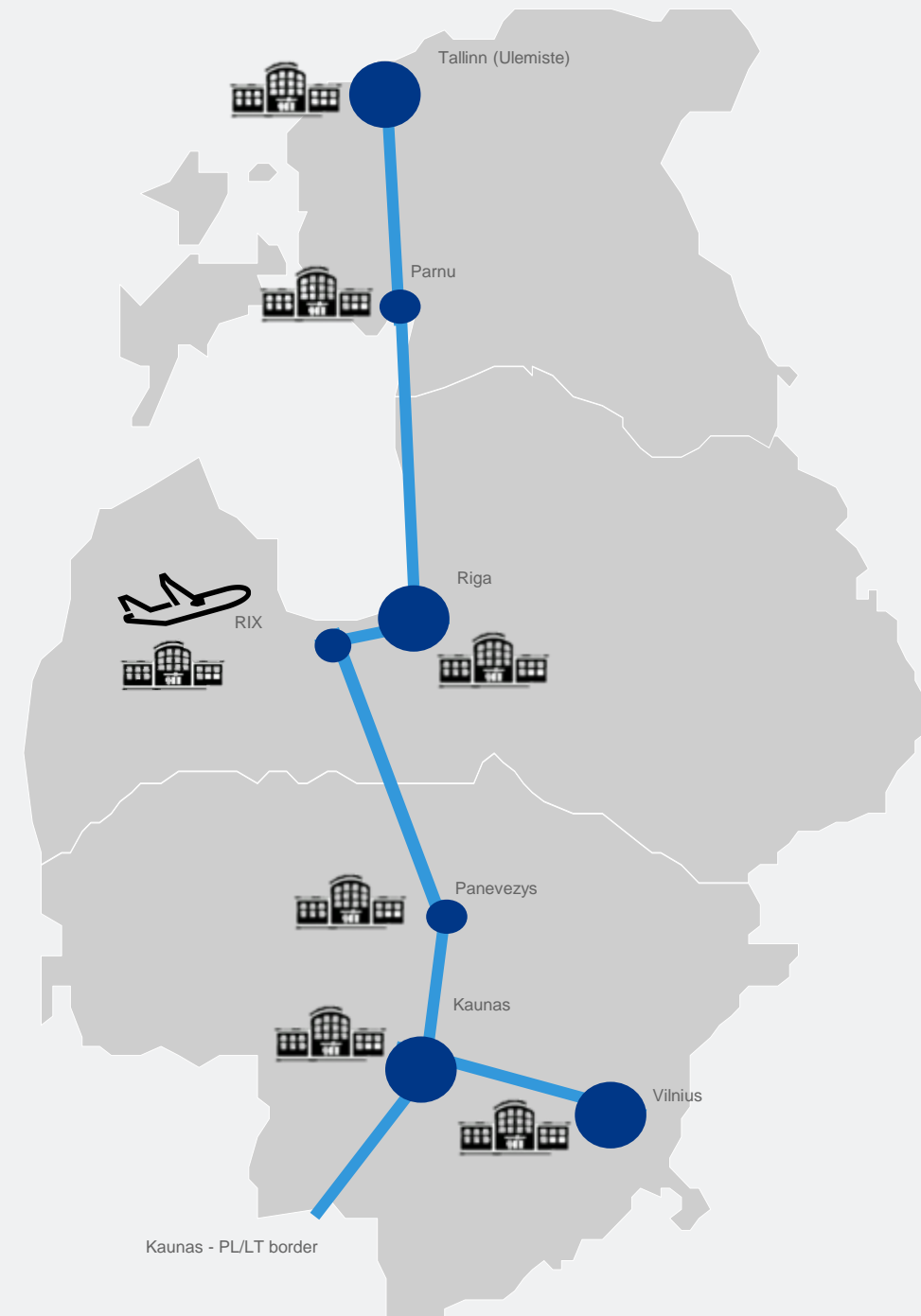
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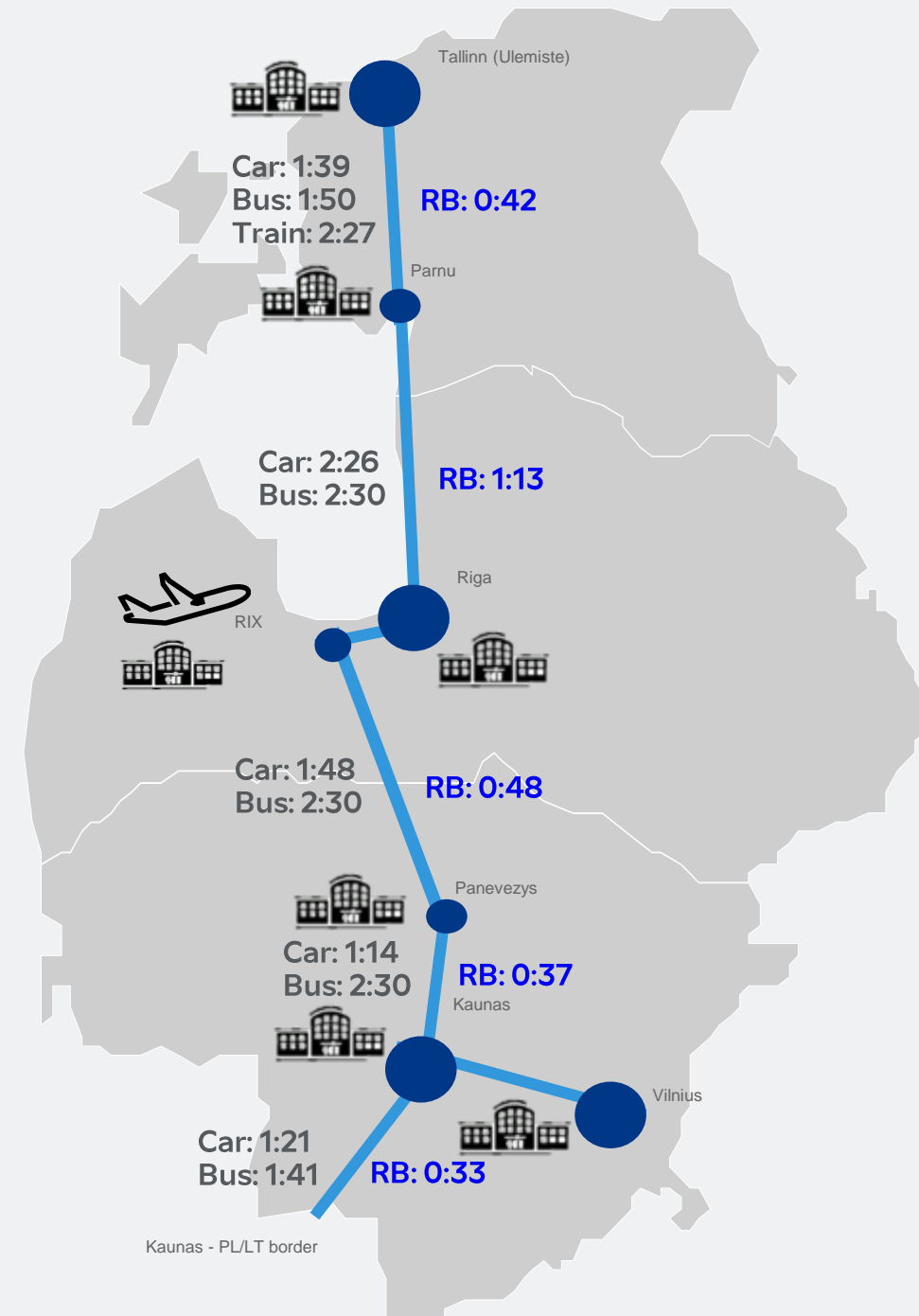
What is Rail Baltic? 1

- 1435 mm electrified railway, connecting Estonia, Latvia and Lithuania with Europe through Poland
- Length: 870 km, in Estonia: 213 km
- Part of North Sea Baltic transport Corridor (starting point in Helsinki, one of the end points in Rotterdam)
- Cost EE: **1,59 B€**, 3B: **5,8 B€**



What is Rail Baltic? 2

- International terminals in Tallinn (Ülemiste) and Pärnu
- 11 potential local terminals
- Top speed:
 - Passenger train **249 kph**
 - Freight train **120 kph**
- Travel times:
 - Tallinn-Pärnu: **42 min**
 - Pärnu-Riga: **1h 13 min**
- Number of trains per 24h (Tallinn-Riga):
 - Passenger: 8 (both ways)
 - Freight: 9-12 (both ways)



Why do we need Rail Baltic?

- Creates faster and more comfortable traveling options
- Electrified railway, therefore more environmental friendly
- Rail Baltic saves lives
 - Less slow freight traffic on the roads
 - More passengers travel by train (less cars on the roads)
 - All road and pedestrian junctions are on 2 (or more) levels
- Creates a fast export canal to Europe for local entrepreneurs
- Creates new jobs while and after the construction of the railway
- Over 5B€ worth of investments in the region



Effort Sharing Regulation 2030 target compared to 2005:

- ↓ CO₂ levels by **5800 kt** (ambitious)
- ↓ CO₂ levels by **4200 kt** (mandatory)

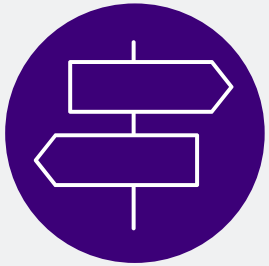
RB benefit: ↓ **400 kt** (in 4 years)

Income vs expense

Billion €



Non-quantified socio-economic income



Services'
productivity on
local level



Effective
distribution of
resources



Indirect effect on the
productivity of other
(business) sectors



Increased export



Effect of intermodal
terminals



Catalytic effect on the
businesses situated
next to train terminals



Increased cargo
volumes



Increased credibility
on passenger and
freight transport



Better access to
healthcare facilities



Better access to
education and
work possibilities



Better access to
resources and
labor market

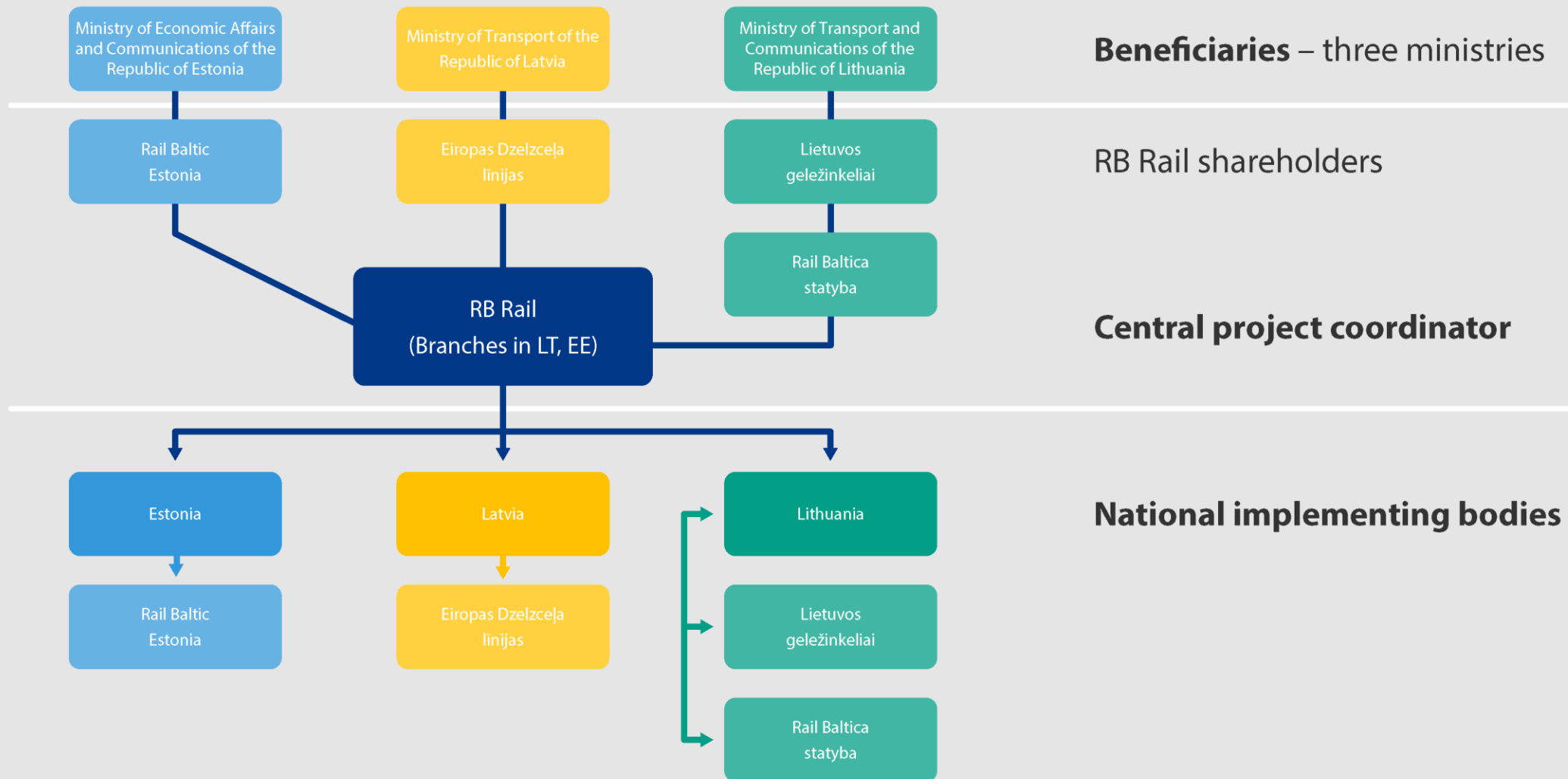


Better access to culture,
entertainment and
commerce

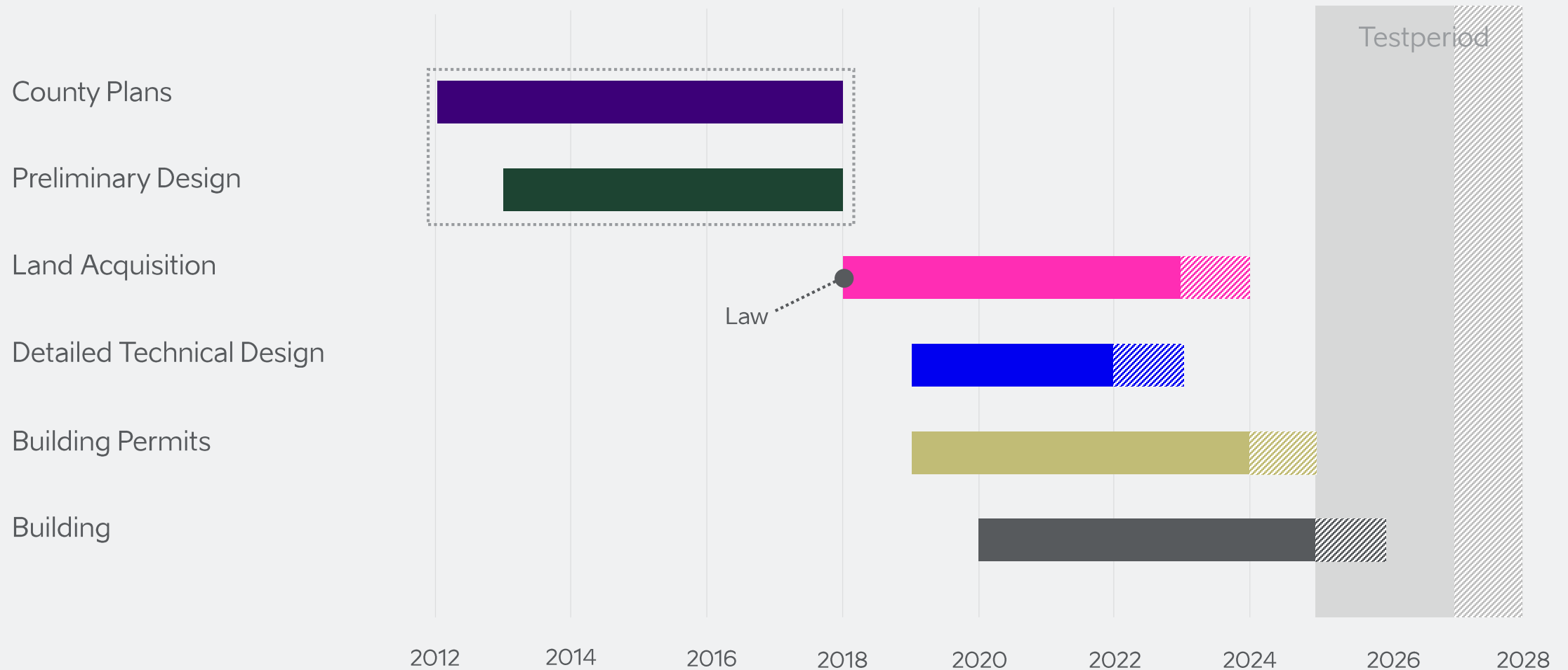


Better possibilities
for tourism

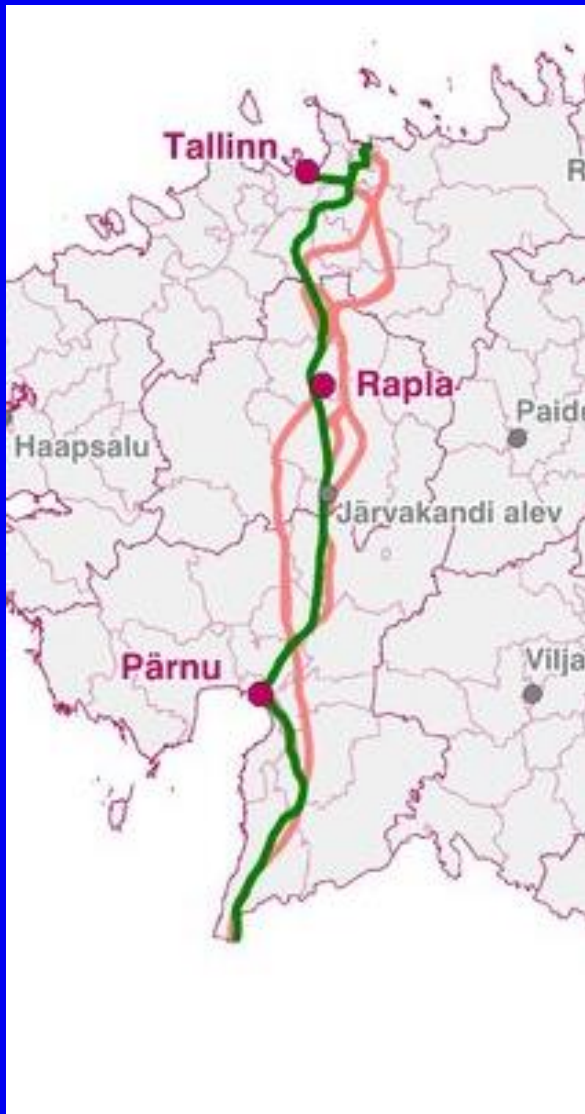
Structure of Rail Baltic project's organisation



The process



The county plans and preliminary design



County Plans

- 2012 – 2018
- 3 alternative options (environment, socio-economic benefits)
- Cooperation with local governments, interest groups, etc
- Strategic environmental assessment (SEA)
- Priority to create a good environment for people and nature
- 350 m corridor

Preliminary Design

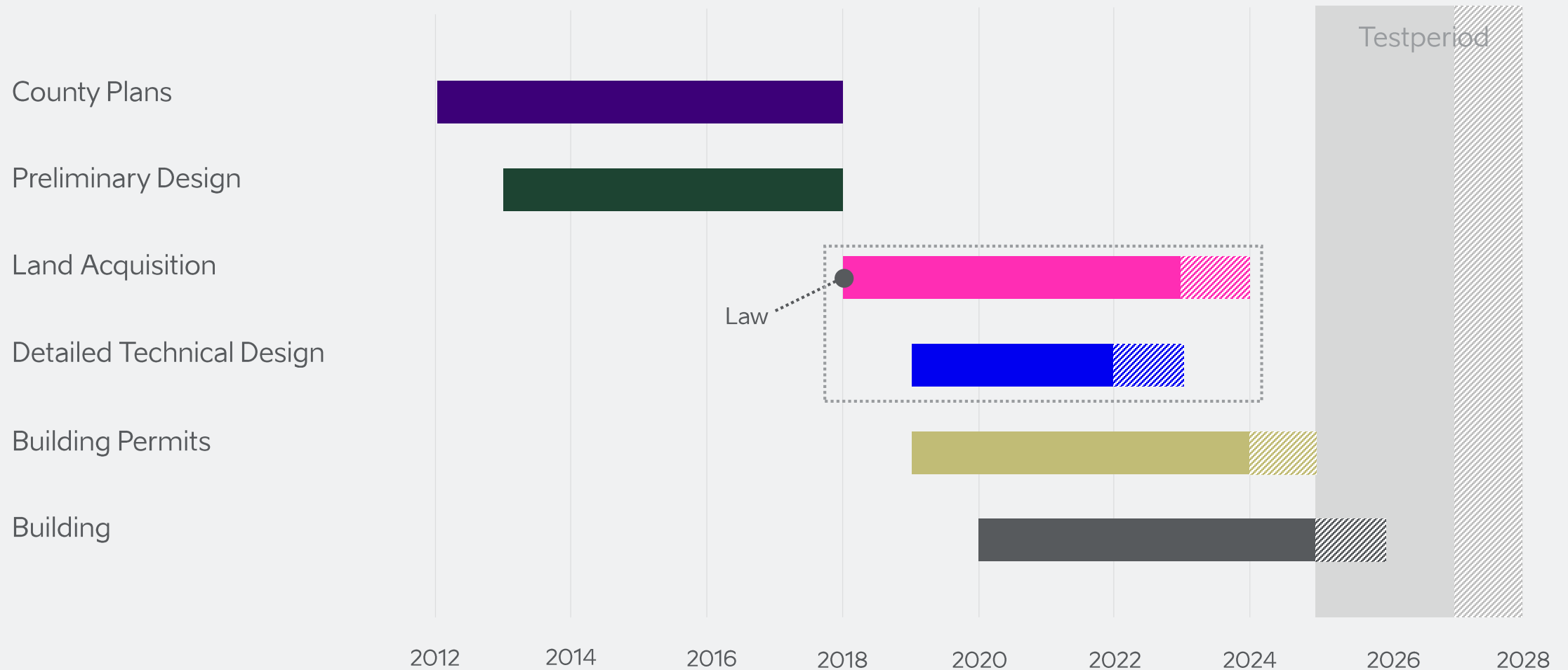
- 2013 – 2018
- Estimated cost: 1,59 Billion €
- 50-70 m corridor
- Plot allocation plan ->

Approximate land requirement

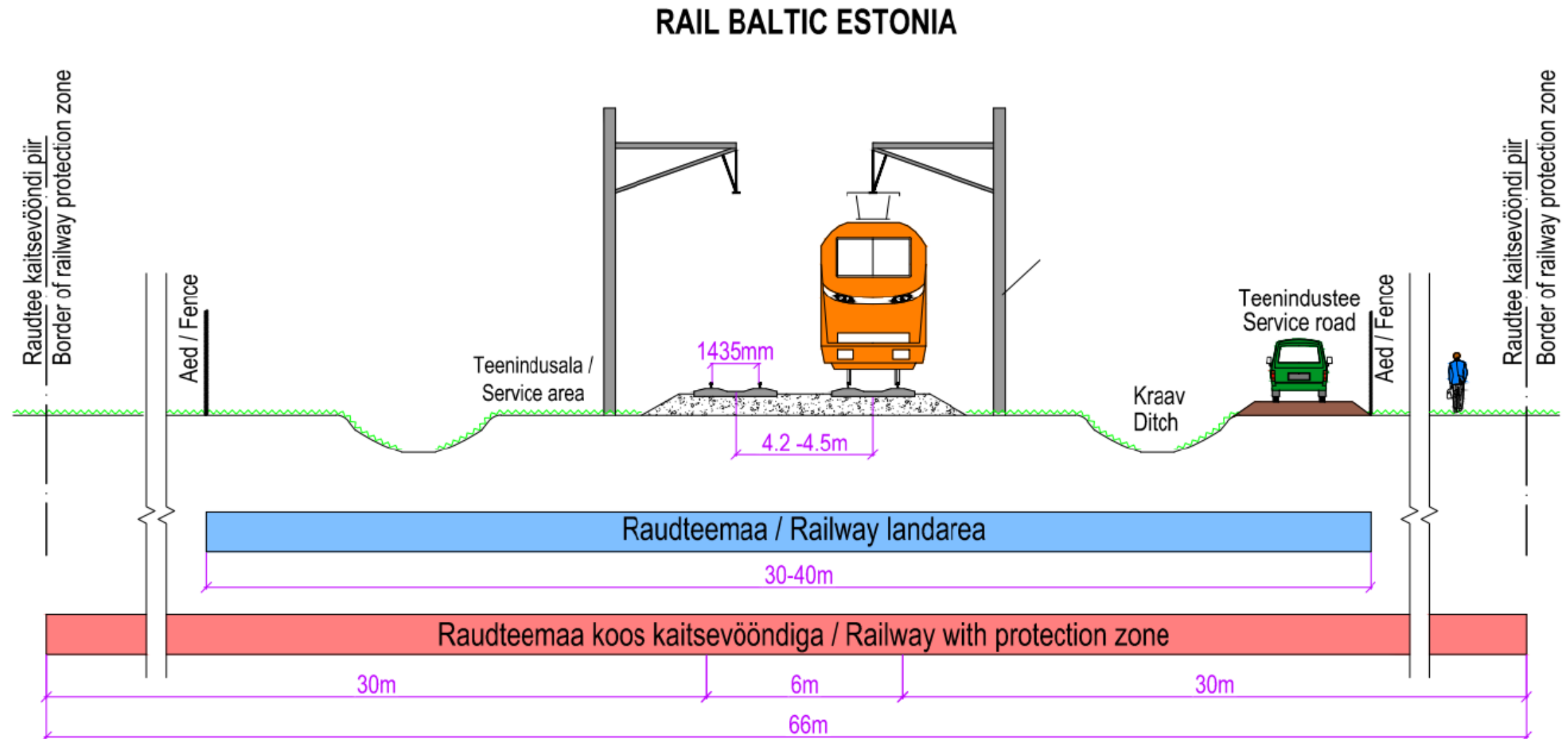


Maaraldused		
Pos.nr	Pindala m2	Kirjeldus (tegevuse ettepanek)
KJK-05-12a	5 847	RDT maaraldus
KJK-05-12b	1 284	JPT maaraldus

The process



Land requirement



Land acquisition and Detailed Technical Design

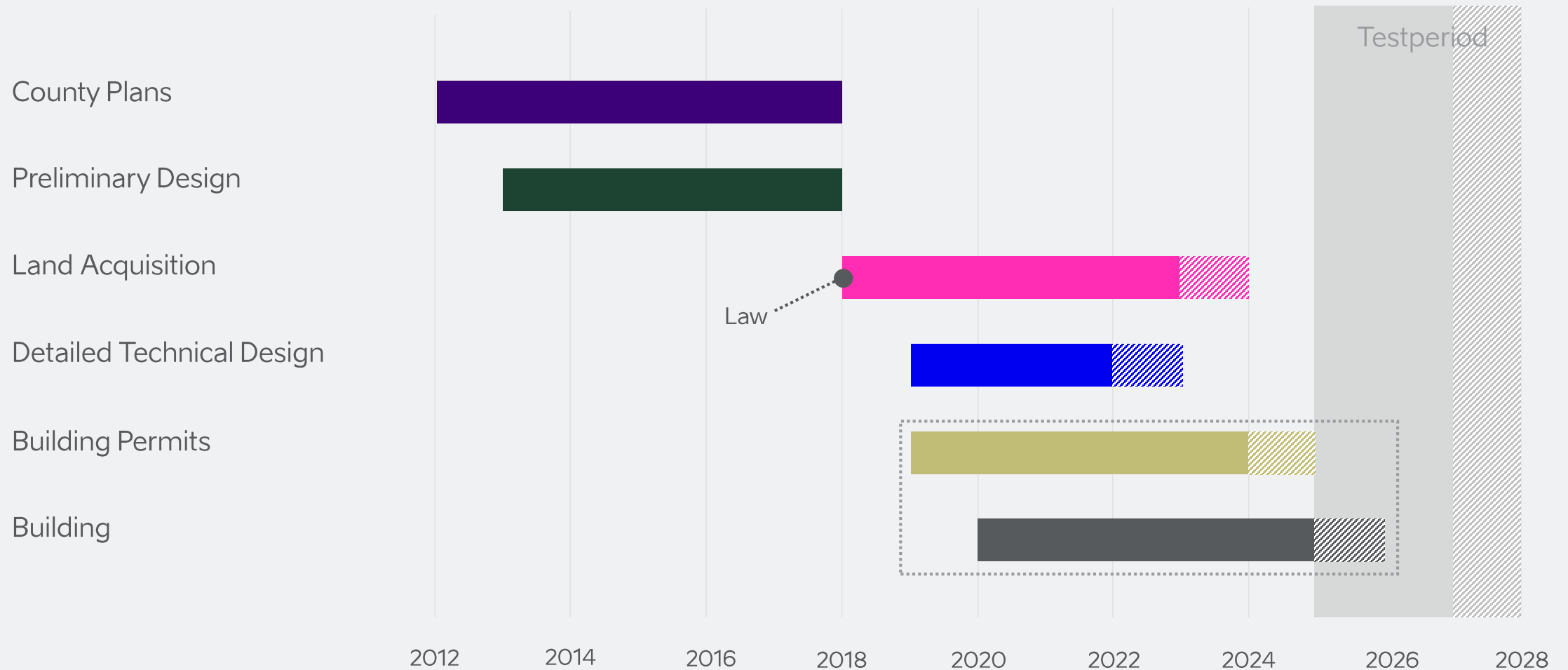
Land Acquisition

- **Acquisition of Immovables in Public Interest Act** in force since 1st of July 2018
- Simplifies land acquisition for large scale infrastructure projects

Detailed Technical Design (DTD)

- More detailed compared to the preliminary design
- Better knowledge of estimated cost
- Knowledge of definite land requirement
- Specific environmental studies
- etc

The process



Next steps and challenges 1

- Procurement of Detailed Technical Design (DTD). Coordinated by RB Rail AS
 - I Rapla county: contract in Feb 2019; design finished by the **1st half of 2021**
 - II Harju county: contract in April 2019; design finished by **mid 2021**
 - III Pärnu county: contract in Sept 2019; design finished by the **2nd half of 2021**
- Land acquisition (app 650 plots in private use or owned by the local governments)
- Ülemiste terminal architectural competition (results by April 2019)
 - Ülemiste detailed planning continues
- Building permits
- Building (first project in Saustinõmme in cooperation with Estonian Road Administration built in 2019)

Next steps and challenges 2

Studies

- Ongoing:
 - Archeology
 - Mineral resources
 - Construction concept and logistics
 - Pärnu freight terminal
 - Operational plan
 - Tallinn Old Harbour light tram line
 - Architectural and landscaping visual identity guidelines
- In near future:
 - Rääma bog technical solution
 - Freight terminal in Muuga (location selection)
 - BIM system procurement

First achievements of the project

- Tram connection with Tallinn Airport opened in Sept 2017

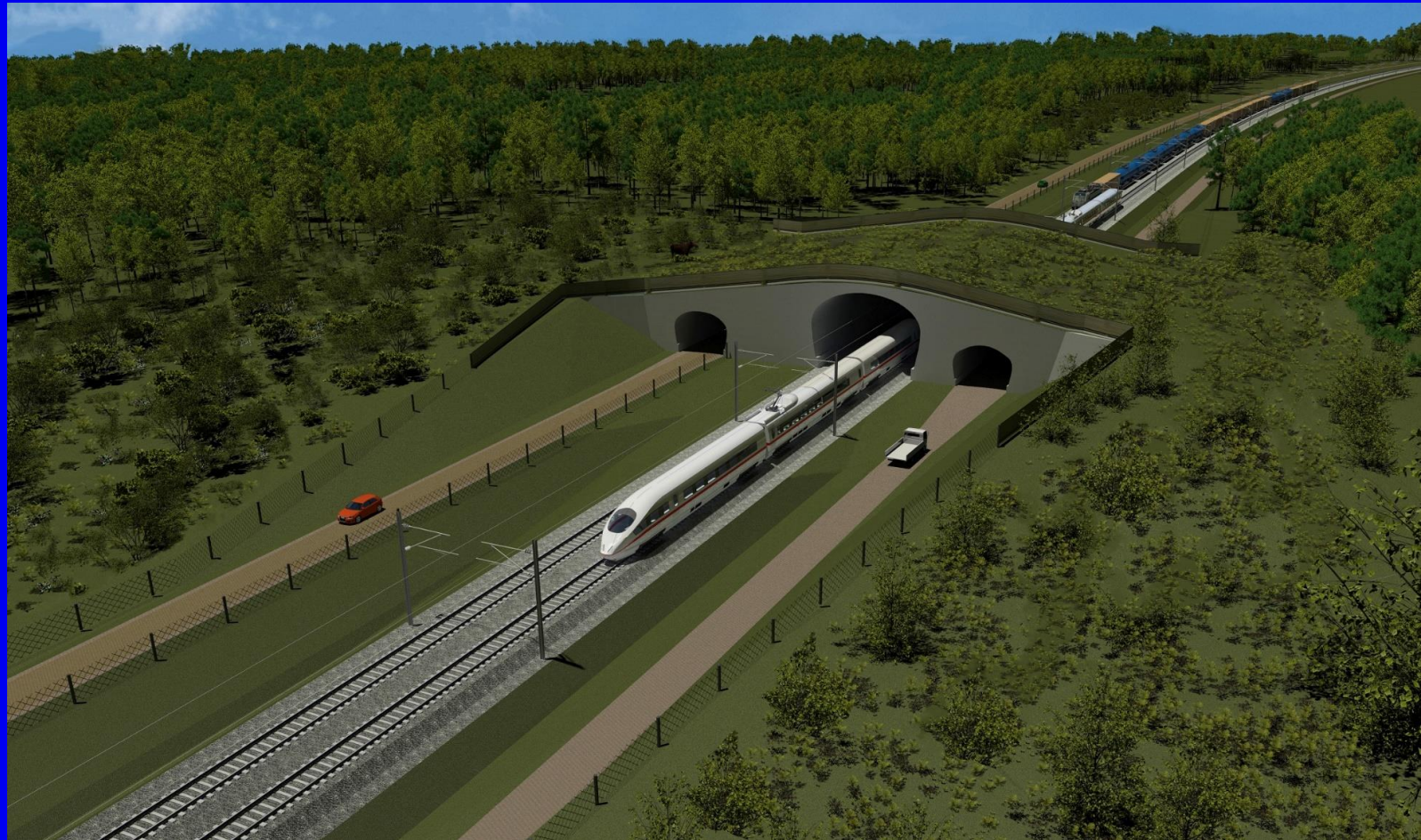


Thank you!

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