



Co-funded by
the European Union

Rail Baltica Global Project

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Rail Baltica Global Project Implementation

Project Implemented by Operational Sections



Country	Operational section #	Operational section description	Indicative length / km
Estonia	OS-1	Soodevahe – Muuga Freight Terminal (included)	16
Estonia	OS-2	Tallinn Ülemiste (included) – Pärnu (included)	146
Estonia	OS-3.1	Pärnu (excluded) – EE/LV state border	58
Latvia	OS-3.2	EE/LV state border – Upeslejas triangle – Salaspils loop (excluded)	126
Latvia	OS-4	RCS (included) – RIX (included) – Misa triangle	52
Latvia	OS-10	RCS (excluded) - Upeslejas triangle (Section is completely excluded from phase 1)	18
Latvia	OS-5.1	Salaspils loop (included) – Misa triangle – LV/LT state border	68
Lithuania	OS-5.2	LV/LT state border – Panevežys (excluded)	66
Lithuania	OS-6	Panevežys (included) – Palemonas (included)	100
Lithuania	OS-7	Palemonas (excluded) – Kaunas bypass – LT/PL state border	75
Lithuania	OS-7	Kaunas Node (Section is completely excluded from phase 1)	41
Lithuania	OS-8	Kaunas triangle – Vilnius (included) (Section is completely excluded from phase 1)	102
Lithuania	OS-9	Panevežys Node (Section is completely excluded from phase 1)	24
Total			894

> Rail Baltica project delivery is phased

> Phase I Delivery Target 2030

KEY PRINCIPLES

- Phase I Target Delivery by 2030
- The design phase for the entire Rail Baltica Global Project scope will be initiated and completed during Phase I.
- Land acquisition will progress in Phase I, regardless of whether the plots are designated for Phase I or Phase II.
- Emphasis is placed on prioritizing the Main Corridor during Phase I. Principal allocation of CEF funds will be directed towards the construction of the Main Corridor.
- Commencement of Phase II works can begin within the Phase I timeframe as soon as financing is secured.
- Required infrastructure will be developed based on a mixed service pattern (HST+NT+FR+RE) for 120/240-minute intervals (peak/off-peak) with an initial stopping pattern for passenger services (6 trains per day and per direction).



High Speed Line network in Spain opened to public in 2022

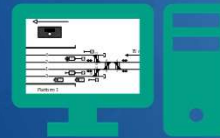
OCS foundations & catenary masts not installed in Phase 1 for future track

Noise barriers constructed both sides during Phase 1

ETCS on-track hardware to be installed later for future track



Embankment prepared for double-track design



Signalisation hardware should be dimensioned for final scope from the start

Drainage and cableways constructed in Phase 1

Rail Baltica Global Project Financing

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 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

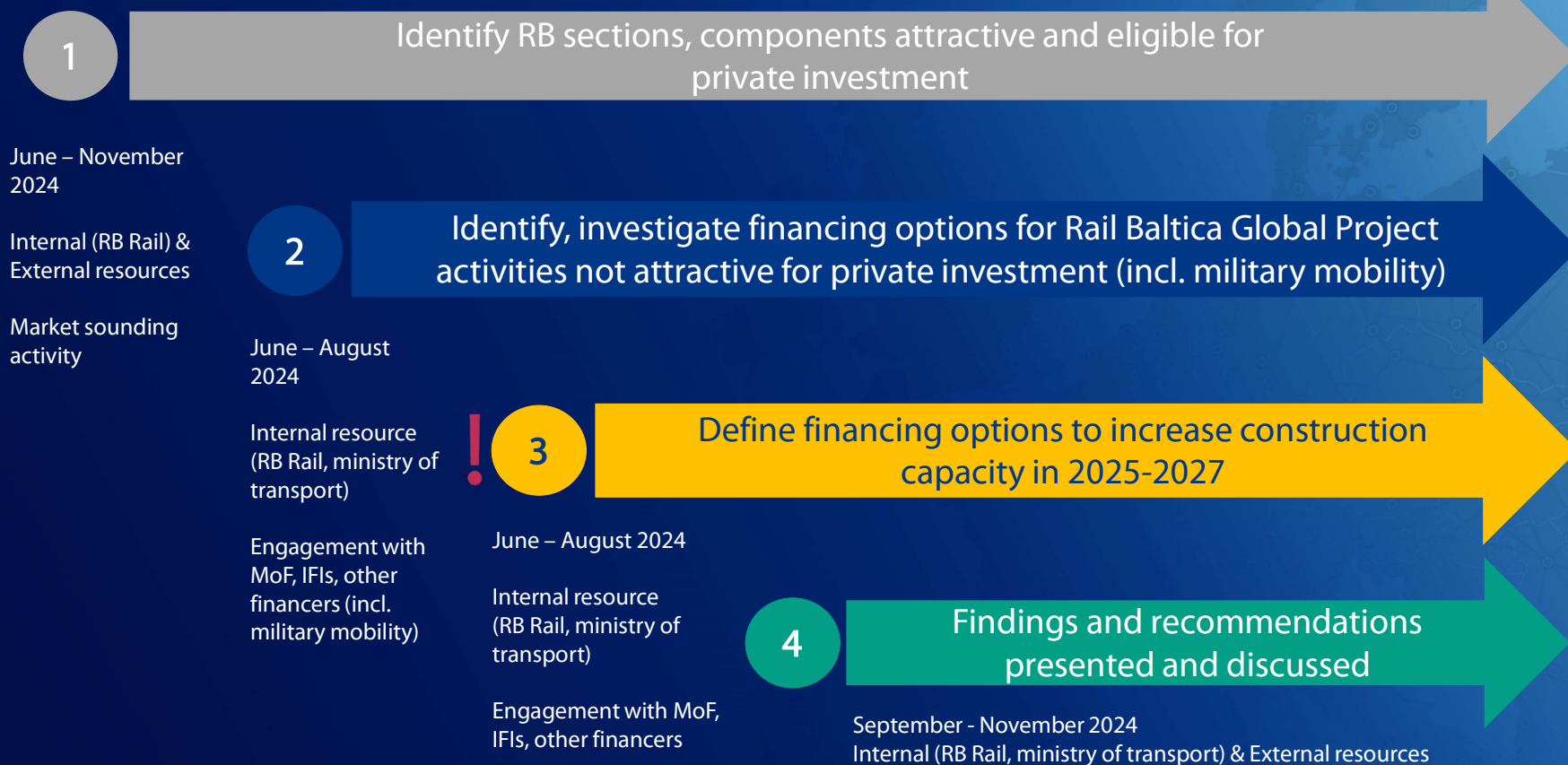
- Allowing the governments to tap into the private sector's expertise and resources, and reduce risk for the government



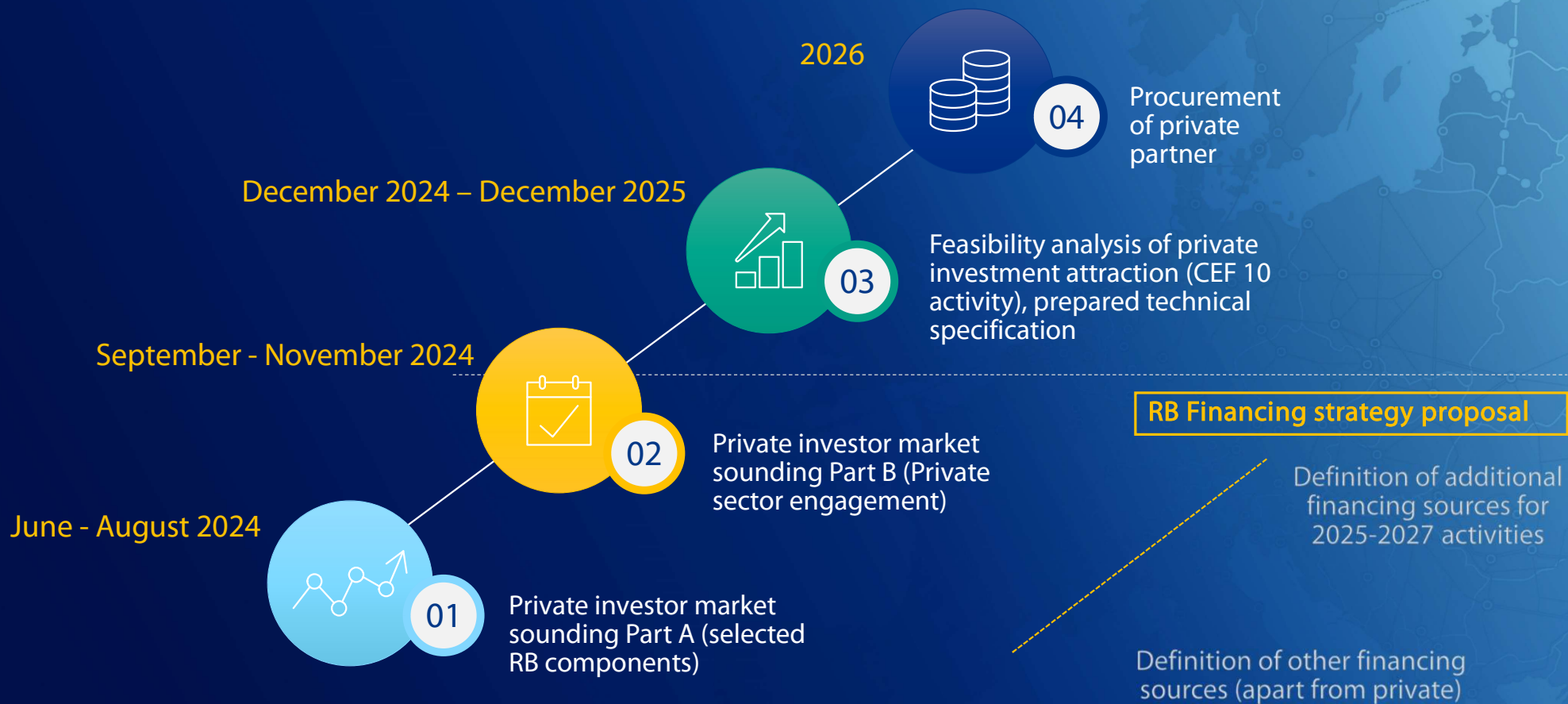
Fin. institutions Credits and guarantees

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

Financing strategy development in 2024



Private investment attraction to Rail Baltica



Q&A

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