

Rail Baltica – a gateway to Europe's future and resilience

Marko Kivila
CEO and Chairman of the Management Board at RB Rail AS



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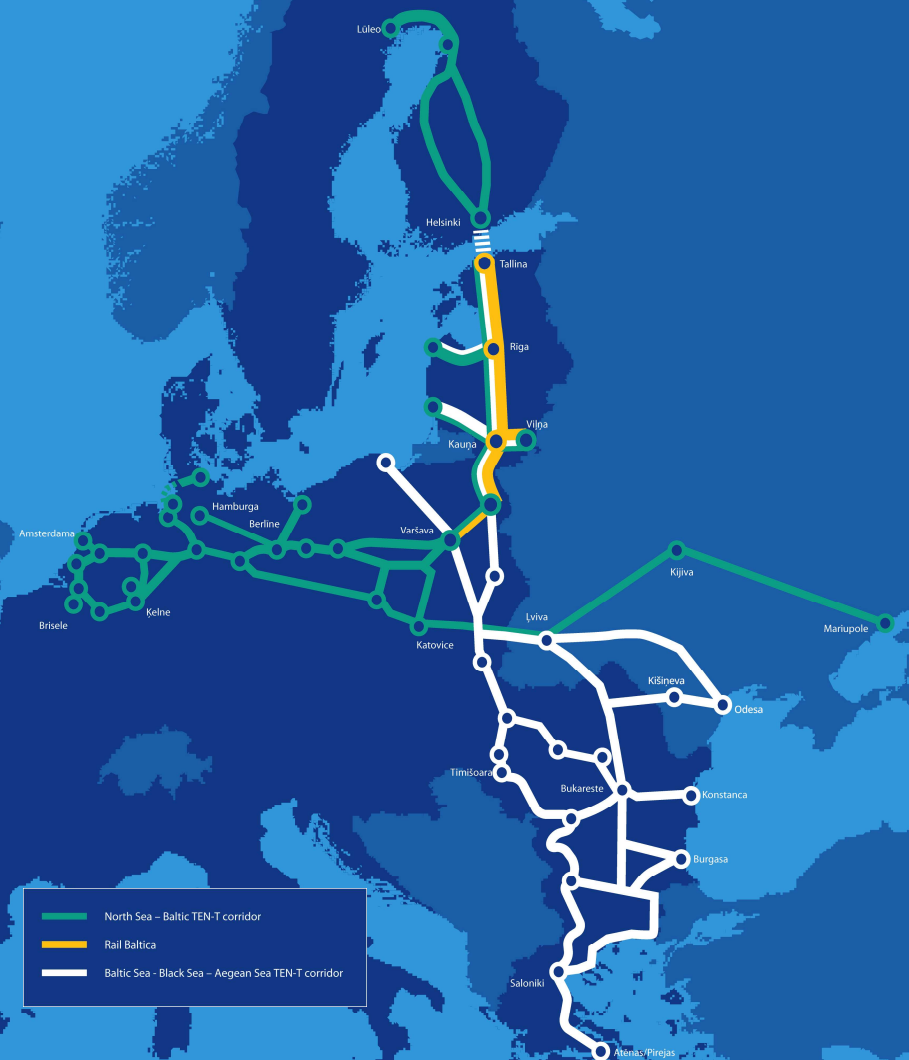
4 pillars of Rail Baltica

1. Connection to Europe

2. Economic benefits

3. Military mobility

4. TEN-T obligation



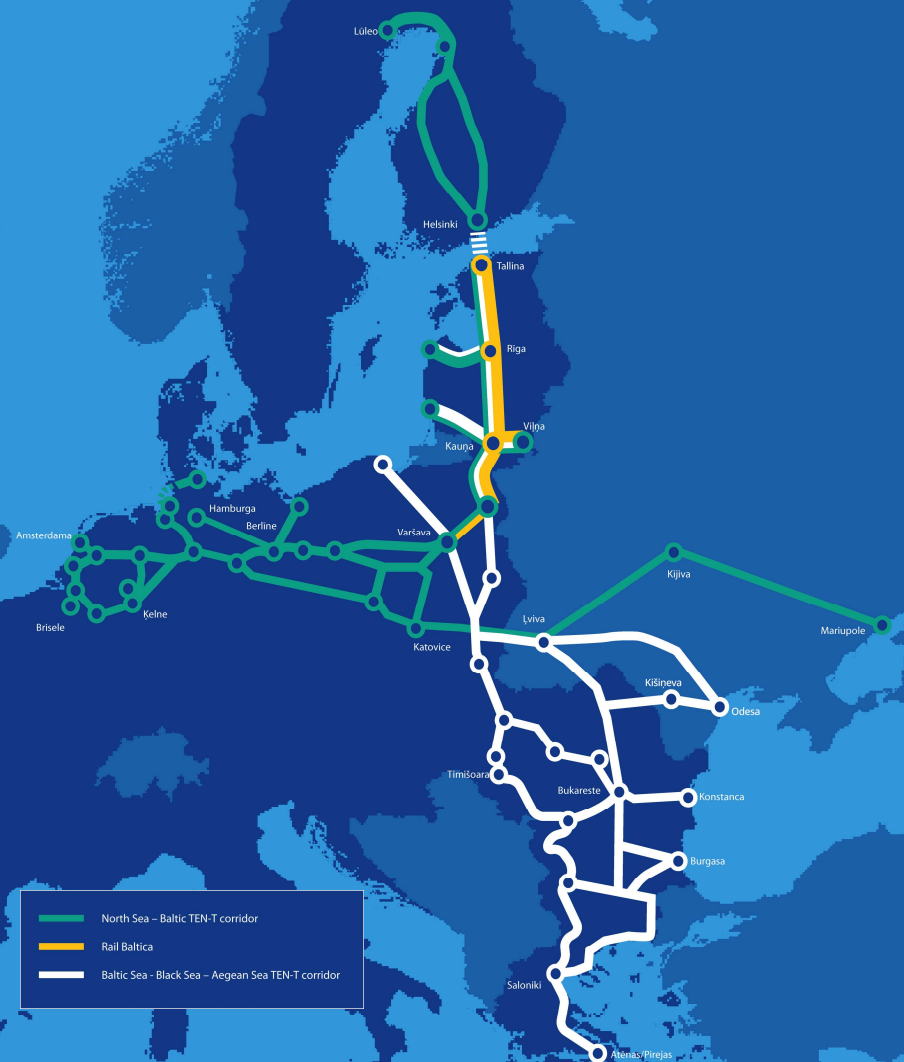
Rail Baltica is part of two critical European transport network corridors

Baltic Sea – Black Sea – Aegean Sea corridor

Extends from the Baltic states to Ukraine, the Black Sea, and the Aegean Sea, improving East-South transport links.

North Sea-Baltic corridor

Connects North Sea ports (e.g., Rotterdam, Hamburg) to Baltic states and Poland, ensuring a direct rail link between Western and Northern Europe.



Construction progress



Mainline construction accelerated in all three states in 2024



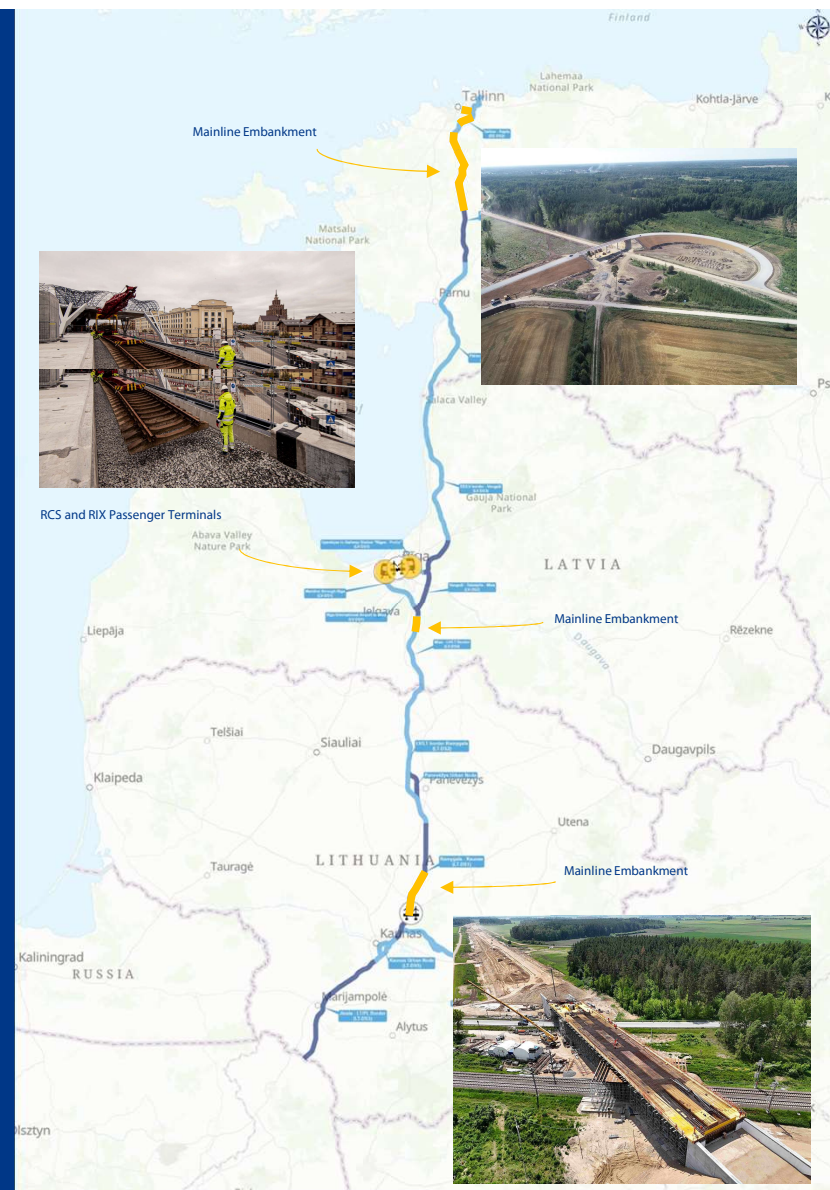
73 km railway embankment contracts signed



230 km mainline framework signed with 13 km committed section



46 km railway embankment contracts signed



In 2025, 43% of the 659 km mainline will be under development (Phase I)



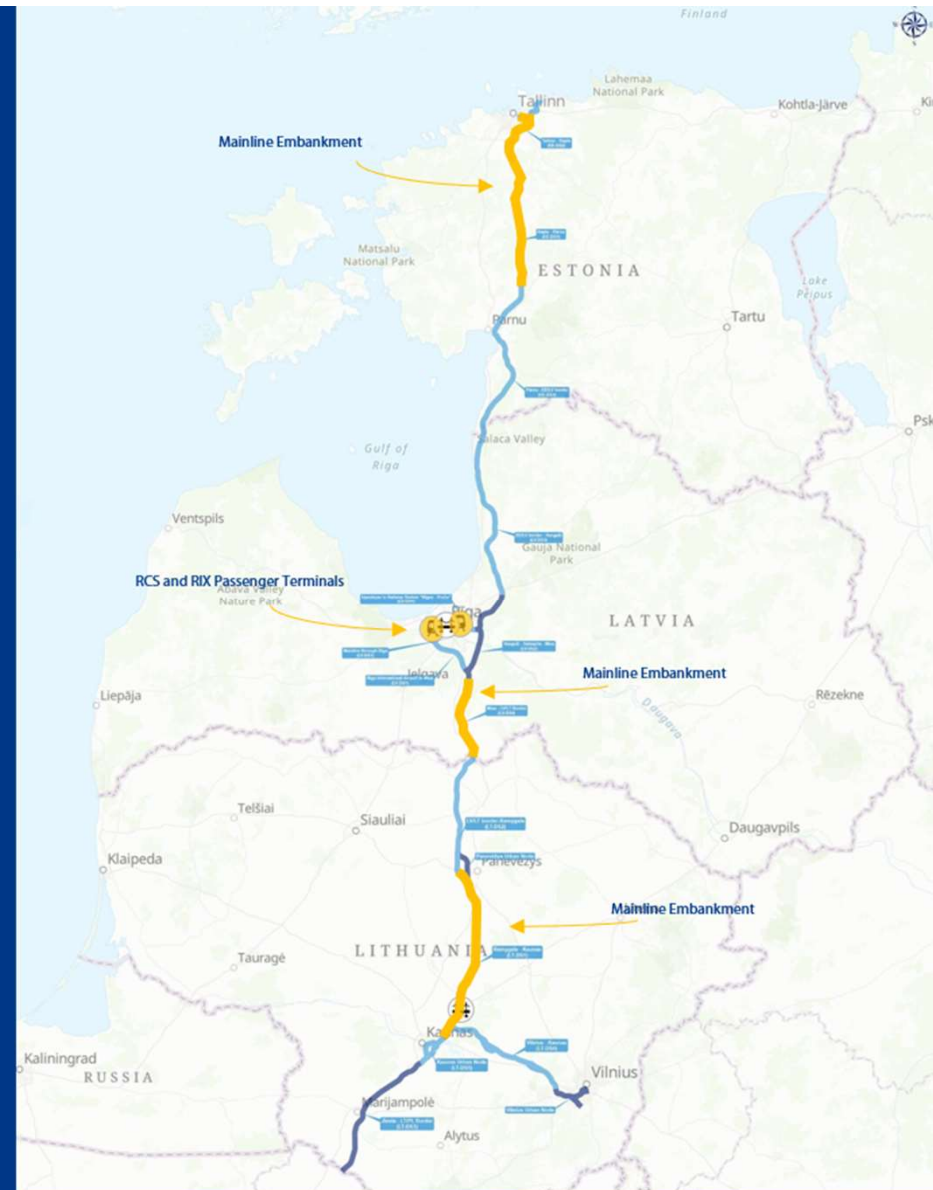
126 km construction-ready
(from 202km)



45 km construction-ready
(from 192km)



114 km construction-ready
(from 265 km)



Construction in Estonia



Construction in Latvia



Construction in Lithuania



Phased implementation

Phase I by 2030 approved

CAPEX 15.3 bnEUR

Riga and Vilnius 1435 connection
in Phase II



Benefits and Military Mobility



Economic impact of Phase I vs. 15.3 bnEUR investment

Direct impact: 24 bn EUR

- **Passengers:** time, costs, accidents savings
- **Freight:** costs savings
- **Environment:** emissions reduction

Indirect impact: up to 22 bn EUR

- **GDP growth:** 0,5-0,7% annually



Rail Baltica delivers military mobility benefits – in peace and war

Military conflict

Up to 98k passengers



Daily citizen emergency transport capacity

Up to 55k tons of cargo



Daily cargo transport capacity

Peacetime

7 kilometers



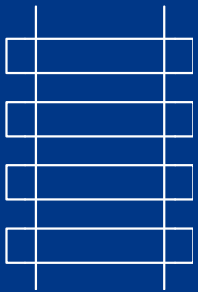
Truck convoy can be replaced by one 40 wagon rail transport

1 day

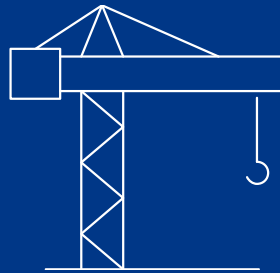


Loading/ unloading time savings per transport from Poland

Rail Baltica meets specific requirements to enable military mobility



Wider gauge:
Swedish gauge C vs standard GC gauge



More load:
25t per axle vs 22.5t



Applicable to main corridors and freight lines

Based on the working group with Ministries of Defence,
Baltic countries and NATO, 2019

Who is making Rail Baltica happen

Central project coordinator

RB Rail

Overall project and programme coordination, financing strategy, railway subsystems, interoperability and certification.

Estonian implementing body

Rail Baltic Estonia

National project implementation, construction, Infrastructure management and functional planning.

Latvian implementing body

Eiropas Dzelzceļa līnijas

National project implementation, construction, infrastructure management and functional planning.

Lithuanian implementing body

LTG Infra

National project implementation, construction, infrastructure management and functional planning.

Who owns RB Rail

Estonia – Ministry of Climate

Latvia – Ministry of Transport

Lithuania – Ministry of Transport and Communication

Rail Baltic Estonia

Eiropas Dzelzceļa līnijas

LTG Infra

RB Rail

Central project coordinator

Thank you!



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