

# Rail Baltica progress and readiness

**Heigo Saare**, Head of System Operations and Safety, Rail Baltic Estonia OÜ

**Andrius Bartuškevičius**, Senior Timetabling Project Manager, AB „LTG Infra“

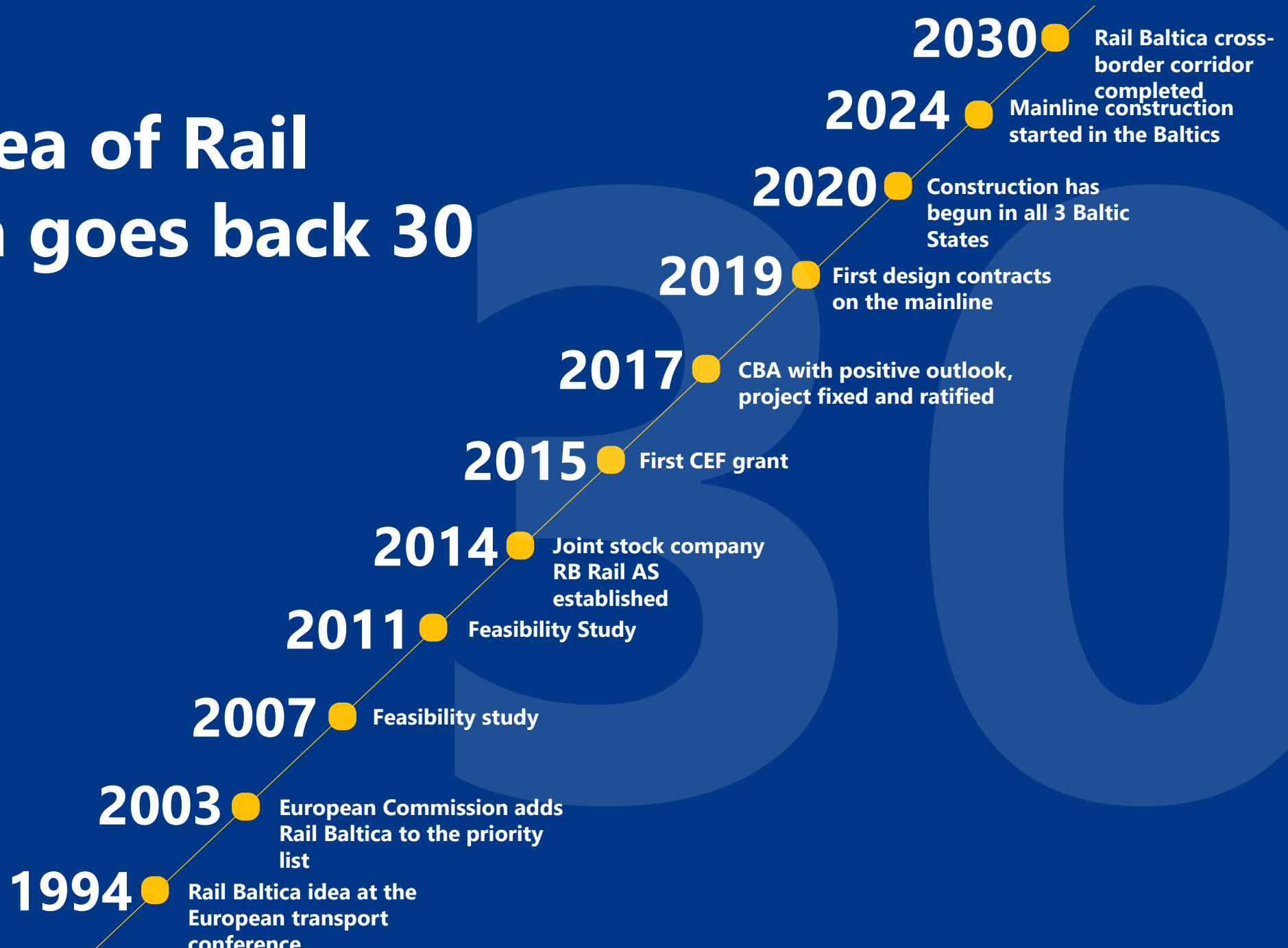
**Gusts Ašmanis**, Director of Infrastructure Management Department, SIA “Eiropas dzelzceļa līnijas”

# Rail Baltica overview

## Operation Readiness

## RFC8 Questionnaire

# The idea of Rail Baltica goes back 30 years



- Part of the North Sea - Baltic Sea TEN-T corridor and part of the Baltic Sea - Black Sea - Aegean Sea TEN-T corridor\*
- Bridging a missing transport link by 2030
- Delivering EU, regional and national ambitions
- Best-practice learning, building and sharing
- Geopolitical obligation, not just a necessity

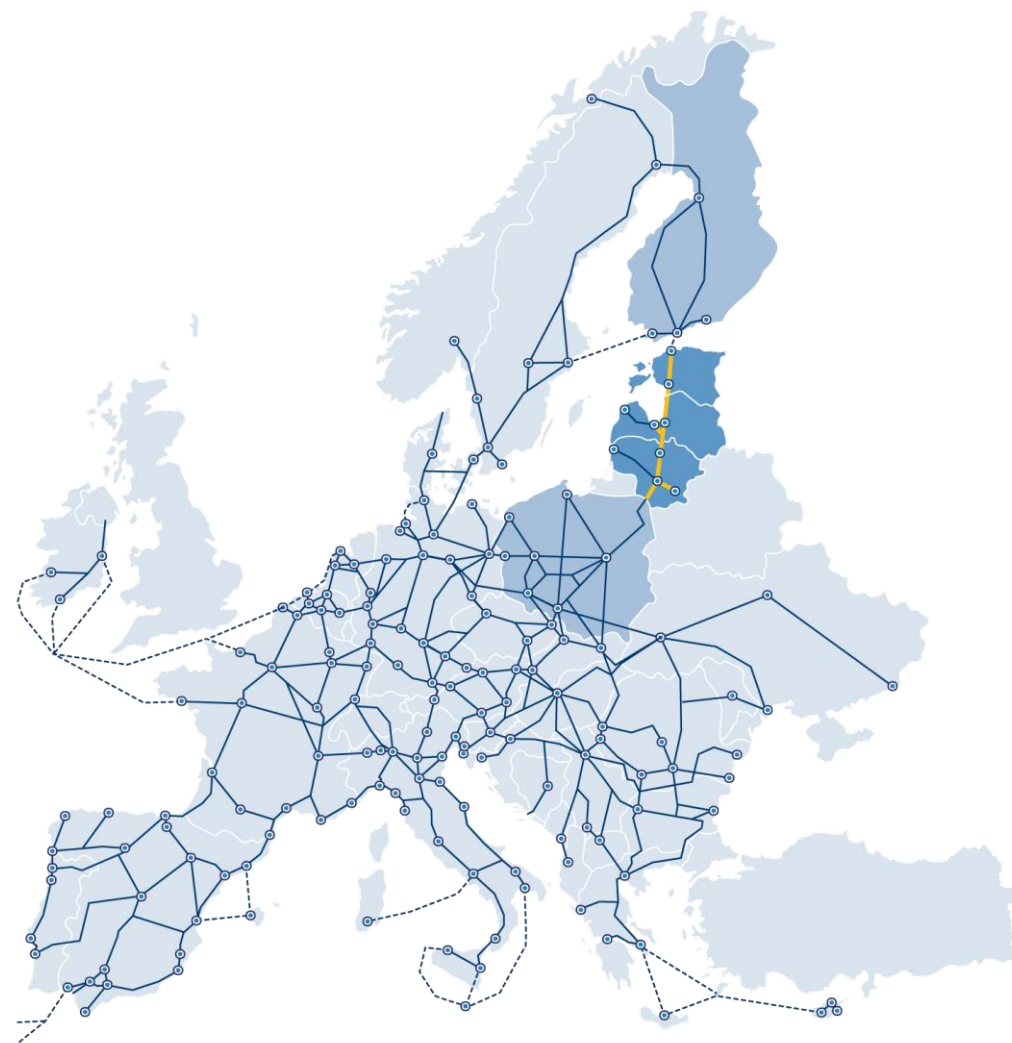
**Removing a bottleneck for  
cargo and passenger traffic.  
High speed railway**



**Climate, sustainability and  
safety goals. Sustainable  
economic development**

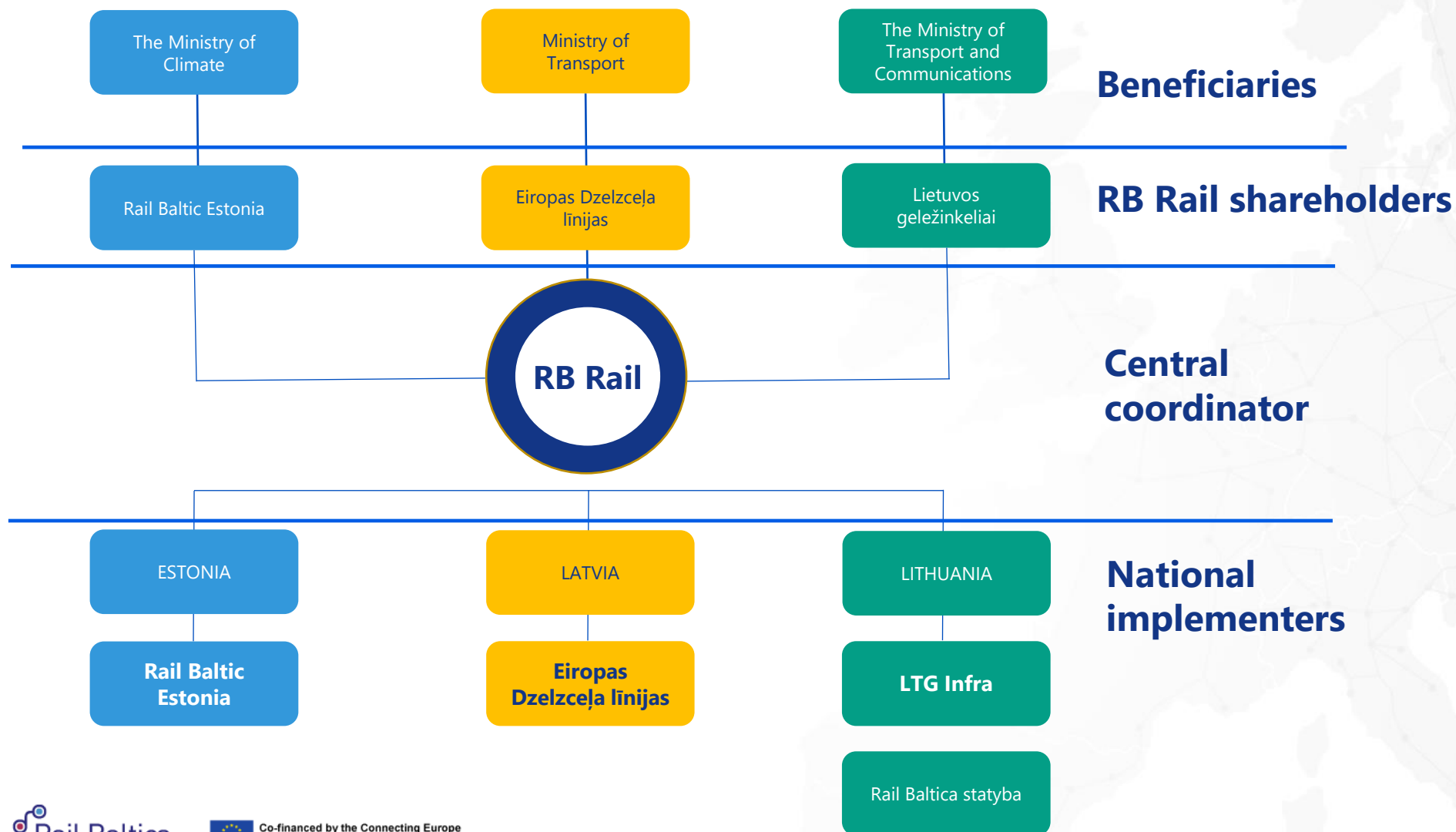


**Multimodal connectivity  
and business opportunities.  
Catalyst for development**

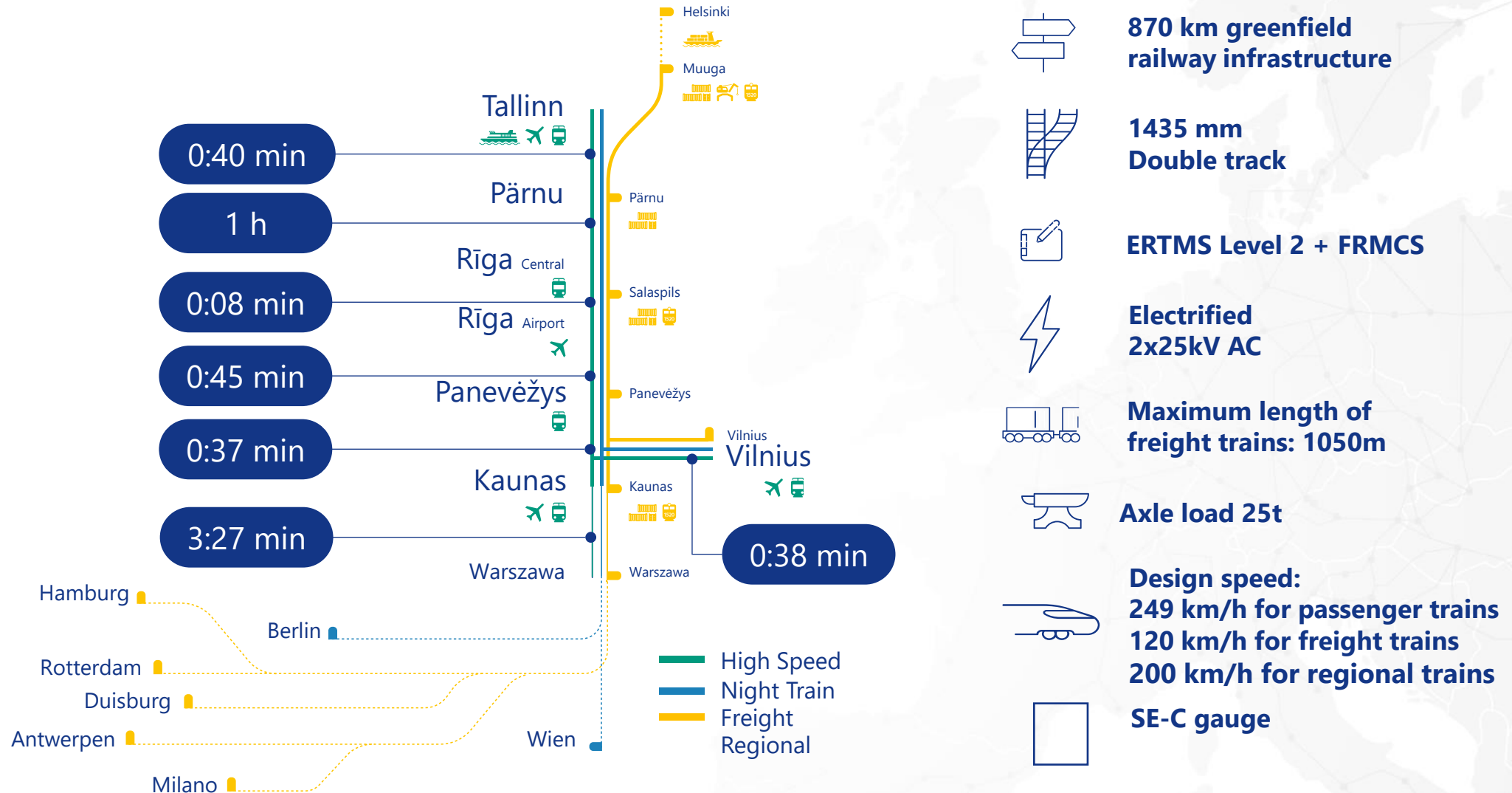


*\*According to 5/12/2022 General Agreement of the EU TTE Minister's Council*

# Project delivery team



# Rail Baltica – EU level gamechanger, basis for a new economic corridor, and military mobility



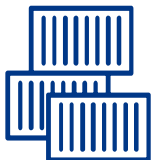
# Basis for new economic corridor and military mobility

## Seamless Passenger services



- Interline/codeshare ticketing
- Single check-in for entire journey
- Integrated baggage solutions with 'track & trace'
- Digitalization as enabler of seamless services (e.g., real-time information sharing with airport/airline)

## Intermodal Logistics



- New intermodal options
- Opportunities for air freight integration
- E-commerce logistics
- Solutions for maritime-rail





## Open access logistics facilities

### Accessibility for cargo handling:

- Connection to several multimodal and intermodal terminals in the Baltic countries: Muuga, Soodevahe, Pärnu, Salaspils, RIX, Panevėžys, Kaunas, Vilnius and others, opportunity for direct access connections to industrial facilities
- Additional business opportunities for courier-post companies at passenger stations

### Multiple cargo handling options based on location

Air to Rail  
Marine to Rail  
Rail to Rail  
Road to Rail  
("Piggyback» and  
Rolling Road")





## Findings from freight user survey

Overall tendencies:

1. **High uncertainty** about future freight movements through Russia and Belarus
2. **Constant shortage of drivers for trucks.** Forwarders do not see any improvement in the future either, because the new generation does not want to be truck drivers
3. More and more companies are asking for **environmentally friendly supplies**, but not everyone is willing to pay a bit more for that

Rail Baltica:

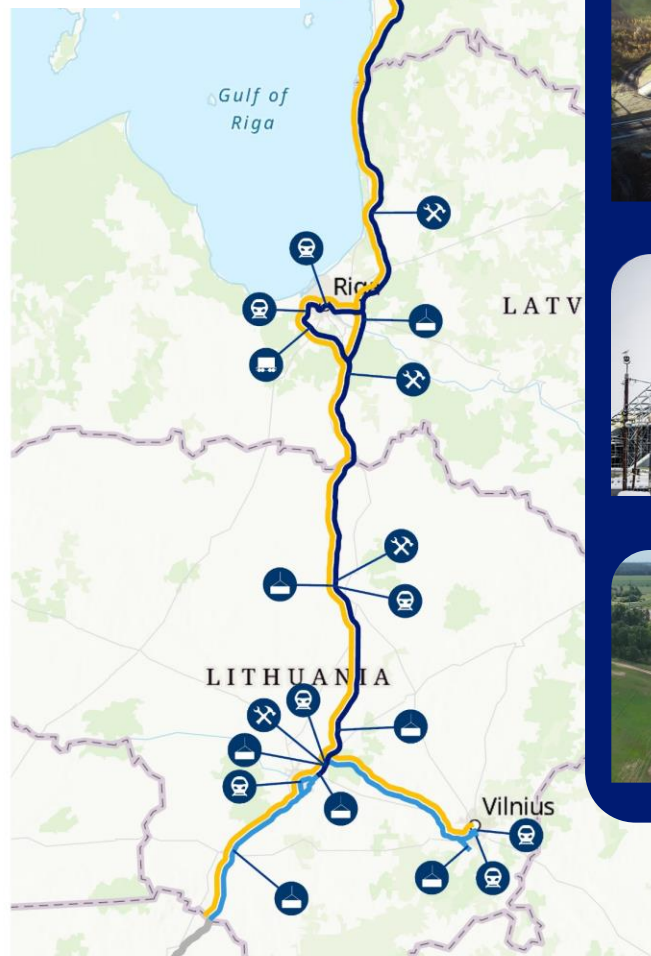
1. From customers perspective infrastructure managers and operators should develop **one, seamless network across Rail Baltica line**
2. **Time and cost of service** are crucial for railway to compete with existing types of transportation, and it must include smooth transshipment service at freight terminals
3. **Online data exchange** is highly desirable for day-to-day information exchange, like, cargo accompanying documents, track and trace capabilities, information on delays, problems encountered both at terminals and during rail freight transportation



Design works in advanced stage

Design procurement in progress

ENE & CCS Design and build procurement in progress



# Implementation status

## Progress across all project disciplines

- Main planning activities completed
- Design phase in advanced stage
- 1st phase construction works progressing in all three countries
- Design & build procurements for ENE & CCS subsystems ongoing

**More information available on interactive map:**

<https://info.railbaltica.org/en/interactive-map>

### Estonia



### Latvia

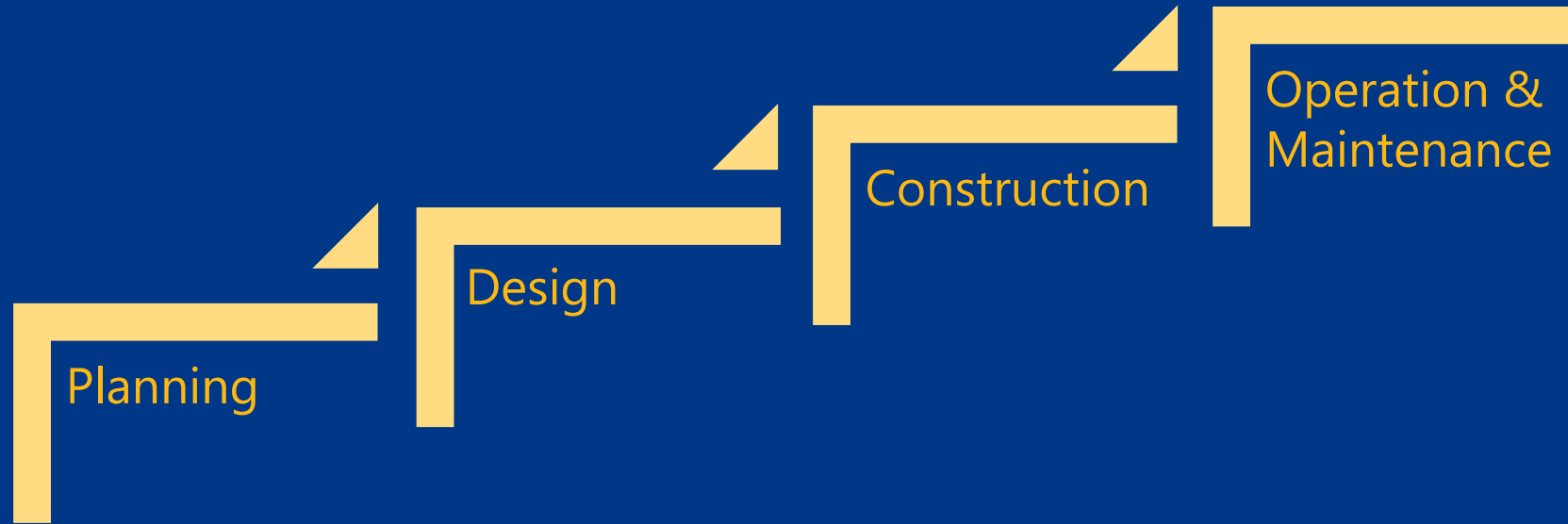


### Lithuania



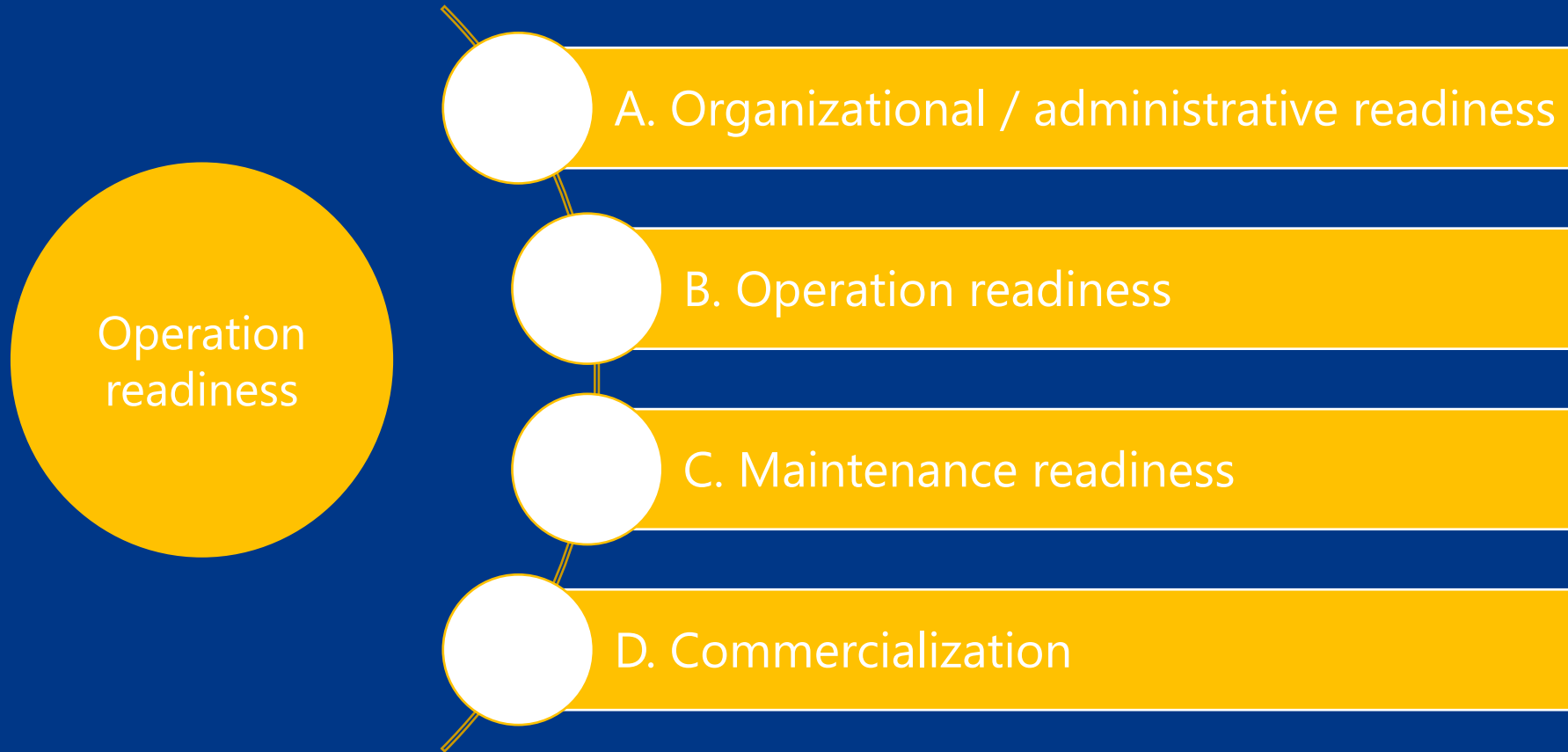
# Operation Readiness

# OPERATION READINESS STUDY

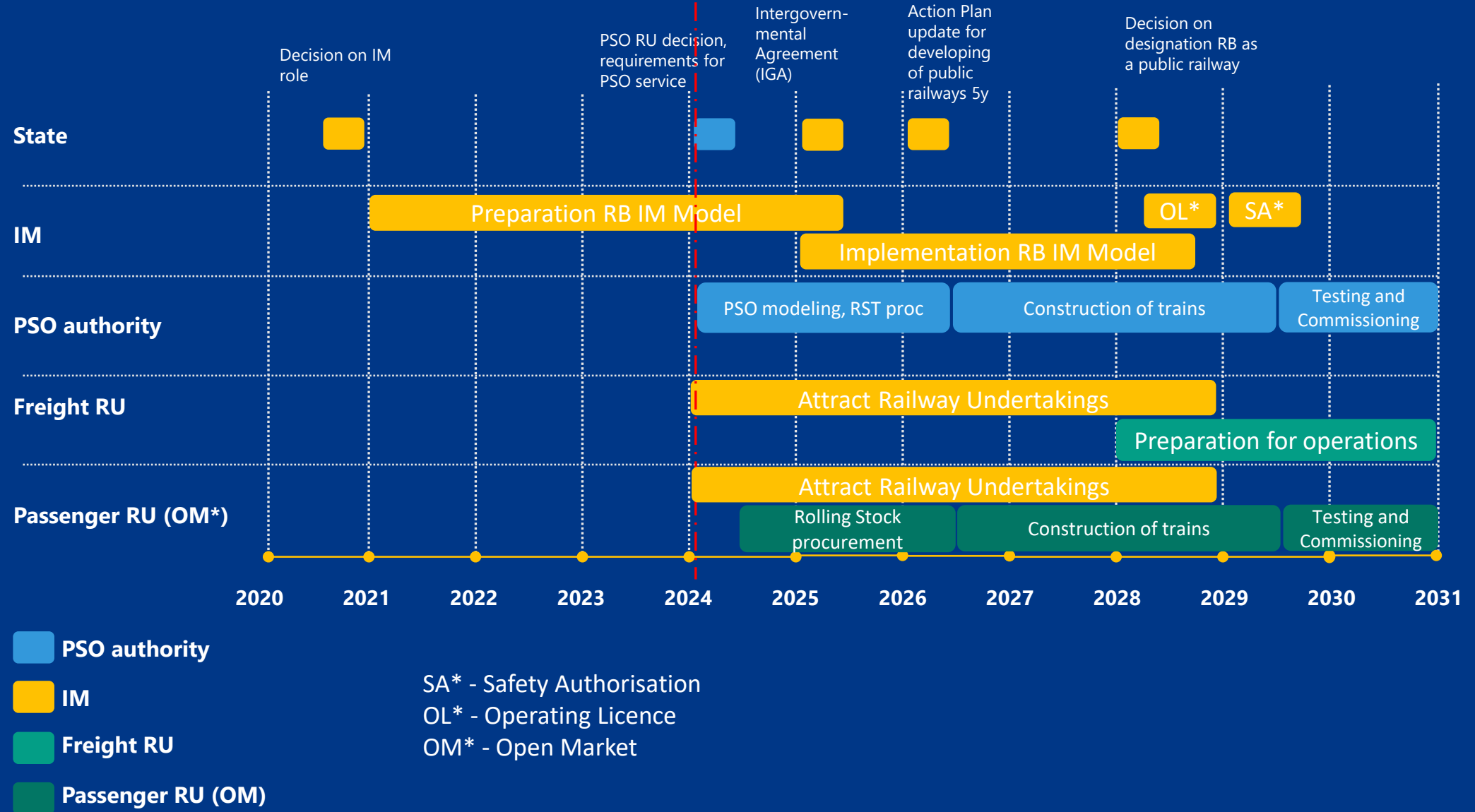


The study covers the actions or decisions that must be taken in order the future Infrastructure Managers and Railway Undertakings to be able to operate and maintain the Rail Baltica.

# OPERATION READINESS STUDY



# OPERATION READINESS





# RFC8 Questionnaire

# Operational management of the entire Rail Baltica line

- Railway infrastructure will be owned and managed by the three different IM's.
- IM essential functions and core functions developed based on common approach.
- Core features of the infrastructure management model for Rail Baltica is joint **cross-border's corridor operations** (*incl essential functions, traffic management, maintenance, IT strategy, safety management e.g*) and uniform interface with railway undertakings
- **Uniform interface** can be realized through a one-stop-shop / single contact point platform, which can be implemented as a virtual, IT tool based, physical or legal solution (currently under assessment).

## Operational management of the entire Rail Baltica line

- It is foreseen to have a **unified network access contract and (or) contractual conditions**, however details are not yet developed and would also depend on the final institutional setup to be agreed.
- No dedicated border stations are foreseen between Lithuania, Latvia and Estonia, it will be seamless railway line across all three countries.

## Language requirements

- Bilingual approach (common language as the preferable option and the national language for the domestic traffic) with a dominance of common language use is recommended.
- English is expected to be the common language for Rail Baltica. The traffic controllers and international train drivers must have good knowledge (level 5 as per appendix E of OPE TSI) of the common language.
- The regional train drivers as well as local infrastructure manager's staff, which may be involved in the degraded mode traffic control, must have sufficient knowledge (level 3 as per appendix E of OPE TSI) of the common language.



## Technical requirements

- Speed – 120 km/h for freight; 249 km/h for passengers
- Gauge – SE-C;
- Electrification system - 25 kV AC standard
- ERTMS Level2 baseline 4, FRMCS
- Freight train length – 1050 m
- Axle load – 25 t
- Rolling Stock and operations - full TSI compliance (INF, ENE, CCS, SRT, PRM, RST, OPE)
  - no national rules for 1435mm RST and operations

# Operational concept

- Rail Baltica Operational Plan, 2018, EN
- Track Layout (last update 30.01.2024), periodically updated
- Please note, that a revised operational concept is currently under review and could result in updates.



# Thank you!

**Heigo.Saare@rbe.ee**