Rail Baltica - Project of the century

BAIBA A. RUBESA
Chairperson, Management Board, RB RAIL AS
Rail Baltica
Part of the North Sea-Baltic Core Network Corridor
### Project definition and technical parameters

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total length of line:</td>
<td>870 km of which:</td>
</tr>
<tr>
<td></td>
<td>• 213 km in Estonia</td>
</tr>
<tr>
<td></td>
<td>• 265 km in Latvia</td>
</tr>
<tr>
<td></td>
<td>• 392 km in Lithuania</td>
</tr>
<tr>
<td>Design speed:</td>
<td>• 240 km/h for passenger trains</td>
</tr>
<tr>
<td></td>
<td>• 120 km/h for freight trains</td>
</tr>
<tr>
<td>Standard gauge:</td>
<td>1435 mm</td>
</tr>
<tr>
<td>Double track electrified:</td>
<td>25 kV AC</td>
</tr>
<tr>
<td>Axle load:</td>
<td>22.5 t</td>
</tr>
<tr>
<td>Traffic management:</td>
<td>ERTMS L2</td>
</tr>
<tr>
<td>Maximum length of freight:</td>
<td>740 m</td>
</tr>
</tbody>
</table>
Main coordinator
RB Rail AS

Project implementers

Beneficiaries
- Estonia’s Ministry of Economic Affairs and Communications
- Latvia’s Ministry of Transport
- Lithuania’s Ministry of Transport and Communications

Implementing Bodies
- Rail Baltic Estonia OU
- Estonian Technical Regulatory Authority
- Eiropas Dzelzceļa līnijas SIA
- Rail Baltica statyba UAB
- Lietuvos geležinkeliai JSC
Central project management
The role of the joint venture RB Rail AS

- Represents the project and ensures interoperability overall;
- Represents all the shareholders’ interests;
- Ensures cost saving generated by the economies of scale;
- Guarantees successful project implementation, unrestricted functioning of the single market and equal access to infrastructure;
- Develops a Centre of Competence.
Development of the project implementation

- Two CEF Grant Agreements signed (2015/2016)
- Inter-beneficiary Agreement signed (2016)
- Contracting Scheme Agreement signed (2016)
- Intergovernmental Agreement signed (2017)

CEF 1 & CEF 2 financing: €765 million
Main objectives of 2017

Project’s Maturity = Point of No Return

01 Intergovernmental agreements signed
02 Most significant researches and analysis carried out
03 Clear procurement procedures
04 Transparent financial flow
05 Route approval

Project proves good governance

- Project activities going in accordance to the plan
Rail Baltica route alignment approval

Approved section

Subject to results of the upgrade feasibility study

In the process of approval

In planning process
Main tasks for RB Rail in 2017:

1. Organization of RB Rail
2. Projects’ studies
3. Common procurement procedures
4. Closer partnership building with Finland and Poland
Project phase – Planning
Next steps in 2017

- Common Procurement Procedures
- Design Guidelines, Feasibility Studies
- Route Approved in All Three Countries
- Route Design Commenced
OUTSTANDING ISSUES IN 2017

**ESTONIA**

- SEIA/EIA & county planning completed

- Preliminary design for the railway line completed in the Central part of Estonia, full completion is expected in Q1 2018

- Construction of tramline link from RB Ülemiste passenger terminal to Tallinn TEN-T Airport finished

- Land acquisition process starts

**LATVIA**

- Procurements on detailed designing of the Central section of route in Latvia at advanced stage

- Procurement on detailed technical design for Riga International Airport Rail Baltica station finished

- Procurement on Design&Build for Riga Central Railway station finished

- Land acquisition process starts for the Central section

**LITHUANIA**

- Upgrade feasibility study for section “PL/LT state border - Kaunas RRT Palemonas” to be completed

- Procurement start on preparation of the Spatial plan for straightening and speed increase of section “PL/LT state border - Kaunas RRT Palemonas” railway line

- Land acquisition process starts for section Kaunas RRT Palemonas - LT/LV state border
<table>
<thead>
<tr>
<th>Hange</th>
<th>RB Rail</th>
<th>Kasusaajad*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hanko planeerimine ja läbi viimine;</td>
<td>Koostastusvõime tagamine;</td>
</tr>
<tr>
<td></td>
<td>Hankedokumendi ühiste vormide, juhiste, lepingu projekti ja kvaliteetseerimise määramise koostamine;</td>
<td>Ohtlike maastikasääst;</td>
</tr>
<tr>
<td></td>
<td>Hanke avaldamine;</td>
<td>Seisuki ja ühtsed hankuehitised ja proseduurid;</td>
</tr>
<tr>
<td></td>
<td>Hankekombinoni ametisse määramine: täielik pärast otsute vastu võtmisel;</td>
<td>Kvaliteetseerimise määramise ühted miinimumnõudud pakujalate;</td>
</tr>
<tr>
<td></td>
<td>Hankekombinoni esimeses;</td>
<td>Hänge ühtsed põhimõtted ja vormid;</td>
</tr>
<tr>
<td></td>
<td>Hankekombinoni liikmete määramine: 100%.</td>
<td>Keske võttemäärised ja vastutused;</td>
</tr>
<tr>
<td>Lepingu rakendamine:</td>
<td>Ainuvastus ja otsesuhtlus lepingupartneritega;</td>
<td>Kasukõigest ja tervist;</td>
</tr>
<tr>
<td></td>
<td>Kontroll ja audit.</td>
<td>Vastavus ja sooritavustes;</td>
</tr>
</tbody>
</table>

| Hange | Hankekombinoni esimeses; | Ainuvastus ja otsesuhtlus lepingupartneritega; |

**Ühistegevuse eesmärgid:**
- Koostastusvõime tagamine;
- Ohtlike maastikasääst;
- Seisuki ja ühtsed hankuehitised ja proseduurid;
- Kvaliteetseerimise määramise ühted miinimumnõudud pakujalate;
- Hänge ühtsed põhimõtted ja vormid;
- Keske võttemäärised ja vastutused;
- Kasukõigest ja tervist;
- Vastavus ja sooritavustes;
- Kasukõigest ja tervist;

**Kohalik kasu:**
- Mas-sude laekumine tõde asukohariik;
- Riigi majanduse üldine elavdamine;
- Ehitustõue vastavus kohalikele seadustele;
- Riikliku kaasfinantsseerimise lausus ja arvestus;
- Kohalike ettevõtjate ja partnerite suurenud oskusteave ja kogemused;

**Kanka hulgal:**
*Kasusaajad – Rikkite hooa esindavad ministeeriumid
Kasusaajad esindavad töökoalitsioonide koosühendused rakendusvastustele Rail Baltic Estlandi CO, Tehnilise Järelvõtu Amet, Lääne kohusetähtelid ALL Rail Baltic Statyba UAB või Euroopa Ehitussektoril isejuht.
**CCS & DMI – Sild- ja tunnusühendased, energiatõmmeliikluseerimine.**

**Raamatutöö eesti keelestüüt:**
_Euroopa Liitu poolt kasutatav abistatud, tänapäevaga_
CBA EXECUTIVE SUMMARY ON www.railbaltica.org

Global Forum Day 1 – Presentations

Rail Baltic – a New Economic Corridor
Ms. Baltra Rudena, CEO and Chairperson of Management Board, RiRail AS

Transport Infrastructure Impact on Economic Geography, Development, Connectivity: the International Experience
Mr. Emile Quinet, Ecole des Ponts, ParisTech, France

The Rail Baltic Global Project Cost-Benefit Analysis
Mr. Nauris Kļava, Partner, Ernst & Young Baltic Ltd

Finish Business Opportunities with Rail Baltic
Mr. Jorma Härkämies, Director of LUMINA Logistics Centre Cluster, Finland

Baltic Business Opportunities with Rail Baltic
Mr. Normunds Krčņiņš, Chairman of the Board, Latvian Logistics Association

Rail Baltic in Poland – Infrastructure and Logistics Development
Mr. Jakub Rapuńska, Deputy Director Department of Railway Transport, Ministry of Infrastructure and Construction of Republic of Poland

Rail Baltic Global Cost-Benefit Analysis: The Project is Financially and Economically Viable

Download: Rail Baltic Global Project Cost-Benefit Analysis Presentation (Nauris Kļava, Partner, Ernst & Young Baltic Ltd)
Download: Rail Baltic Global Project Cost-Benefit Analysis Executive Summary

The Rail Baltic Global Cost-Benefit Analysis (CBA) presented on April 24 during Rail Baltic Global Forum 2017 confirms that the Rail Baltic project is financially and economically viable. The new study reaffirms the project’s economic feasibility and highly beneficial nature, providing the necessary updated parameters for the project’s continued EU and national co-financing.

The Ernst & Young Baltic Ltd (EY) prepared study is a Cost-Benefit Analysis of the whole Global project (€1) – public access railway infrastructure in the three Baltic states. The key aim of this study is to re-weigh the economic case for Rail Baltic in light of the amended route alignment and expanded project scope since the 2011 AECOM study, and to provide new parameters for long-term project financing.

The study suggests that the total estimated cost of the project is 5.8 billion in all three countries, Estonia – 1.35 billion (national share ~266 million); Latvia – 1.36 billion (national share ~395 million); Lithuania – 2.473 billion (national share ~493 million).

Measurable project socio-economic benefits – estimated at 1.62 billion euros – will far outweigh national co-investments. Furthermore, it is assessed that the project would create a GDP multiplier effect worth an additional 1.2 billion euros. In addition, there will be substantial unmeasurable benefits (mostly of a catalytic nature). There will be considerable unmeasurable benefits from a strengthened Baltic business community to greater regional access to entertainment, culture or other services. Therefore, the project is economically viable, as the benefits to society considerably exceed project capital and...
PALDIES!
THANK YOU!
AITÄH!
AČIŪ!
KIITOS!
DANKE!
MERCI!
DZIĘKUJĘ!
Rail Baltic tegevustes hetkeseis

Indrek Orav 2017
RB raudtee asukoht Eestis
RB trassikoridori alternatiivid
Harjumaal – näide valikutest
2013 - 2015

Rail Baltica

Co-financed by the European Union
Connecting Europe Facility
Maakonnnaplaneeringud ja KSH

- Alates 2012. aastast VV korralduse alusel RB maakonnnaplaneeringute koostamine Harju-, Rapla ja Pärnu maakondades
- Maakonnnaplaneeringud on valmis ning maavanemad on need vastu võtnud
- Peetud enam kui 80 avalikku arutelu üle 4000 osavõtjaga
- Riiklik järelevalve MP ja KSH osas

MP-d, ehk sisuliselt RB trassi, kehtestavad maavanemad II. pa 2017
### Projekti ajatelg

<table>
<thead>
<tr>
<th>Projekti osa</th>
<th>Aastaaja</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planeerimine ja keskkonnamõju strateegiline hinnang</td>
<td>2013 – 2017</td>
</tr>
<tr>
<td>Trassi tehniline eelprojekt</td>
<td>2015 – 2018 I kv</td>
</tr>
<tr>
<td>Trassi detailne ehitusprojekt</td>
<td>2018</td>
</tr>
<tr>
<td>Projekti ehitushanked</td>
<td>2019</td>
</tr>
<tr>
<td>Ehitusperiood</td>
<td>2019 – 2025</td>
</tr>
<tr>
<td>Infrastruktuuri testperiood</td>
<td>2025 – 2026</td>
</tr>
<tr>
<td>Esimene opereerimisperiood</td>
<td>2025 – 2056</td>
</tr>
</tbody>
</table>
Tallinna reisijateterminaal, Ülemiste
RB reisiterminali ühendus Tallinna lennujaamaga
2017
RB reisijateterminali ühendus Tallinna vanasadamaga

Map details:
- Tramline extension to Port of Tallinn
- Tramline extension to Airport

Co-financed by the European Union
Connecting Europe Facility
Pärnu reisiterminal
Uuringud-analüüsid

- Maavarade varustuskindluse tagamise uurimine
- Arheoloogilised uuringud
- Analüüs RB raudtee rajamisega kaasnevate võimalike negatiivsete mõjude hüvitamise võimalustest kinnisasjade omanikele ja kasutajatele
- Kohalike peatuste tehnilise võimalikkuse uuring planeeritaval RB trassil
- Piirdeaedade uuring
Ökodukt
### Rail Baltic Estonia OÜ – Hanked 2016 - 2017

<table>
<thead>
<tr>
<th>Nr.</th>
<th>Planeeritava hankelepingu esemee üldine kirjeldus</th>
<th>Lähituli. koostamise eeld. aeg (kuu)</th>
<th>Hanke algatamise eeldatav aeg</th>
<th>Lepingu sõluminise eeldatav aeg</th>
<th>Lepingu täitmise eeld. tähtaeg</th>
<th>Hanke läbivõimalise eest vastutav isik</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Rail Baltic kommunikatsiooniteenuse hange*</td>
<td>jaanuar</td>
<td>veebruar</td>
<td>aprill</td>
<td>2 aastat</td>
<td>RBE</td>
</tr>
<tr>
<td>2.</td>
<td>RB Muuga multimodaalse kaubaterminali tehnoloogiliste ja ruumiliste vajaduste analüüs</td>
<td>august</td>
<td>august</td>
<td>november</td>
<td>9 kuud</td>
<td>RBE</td>
</tr>
<tr>
<td>3.</td>
<td>Raudteeinfrastruktuuri hooldusdepoo tehnilise ja ruumilise vajaduse eeluring</td>
<td>september</td>
<td>oktoober</td>
<td>november</td>
<td>4 kuud</td>
<td>RBE</td>
</tr>
<tr>
<td>4.</td>
<td>Eesti-keskne RB tasuvusarvutustest uuendamine/ Eesti-keskne RB majanduslike mõjude analüüs</td>
<td>oktoober</td>
<td>november</td>
<td>detsember</td>
<td>3 kuud</td>
<td>RBE</td>
</tr>
<tr>
<td>5.</td>
<td>Teostatavuse uuring „Ülemiste terminali ühendamine Vanasadama kergraudtee/trimmi ühendusega”(ruumiline ja tehniline lahendus)**</td>
<td>august</td>
<td>oktoober</td>
<td>detsember</td>
<td>10 kuud</td>
<td>RB Rail AS</td>
</tr>
<tr>
<td>6.</td>
<td>Eesti RB projekti riskianalüüs</td>
<td>september</td>
<td>märts</td>
<td>mai</td>
<td>2 kuud</td>
<td>RBE</td>
</tr>
<tr>
<td>7.</td>
<td>RB ehitusliku kontseptsiooni loomine ja ehituslogistika lahendused</td>
<td>oktoober</td>
<td>oktoober</td>
<td>detsember 2017</td>
<td>4 kuud</td>
<td>RBE</td>
</tr>
<tr>
<td>8.</td>
<td>Pärnu kaubajaama vajaduse, asukoha ja tehnilise lahenduse analüüs</td>
<td>november</td>
<td>mai 2017</td>
<td>juuli 2017</td>
<td>6 kuud</td>
<td>RBE</td>
</tr>
</tbody>
</table>
Hankestrateegia

Riigihangetele kohalduv õigus

• Hanked riikides – asukohamaa seadus
• Ühisettevõte RB Rail AS hanked (ka Eestis asuvate objektide suhtes) – Läti seadus

Hangete avalikustamine

• Ühisettevõtte RB Rail AS hanked:
  ➢ Läti riigihangete registris:
  ➢ Eesti riigihangete registris:
  ➢ Kodulehel:
• Rail Baltic Estonia OÜ hanked:
  ➢ Eesti riigihangete registris:
• Alates rahvusvahelisest piirmäärast avalikustatakse kõik EL riik...
Aitäh!
AGENDA

1. What answers does the CBA provide and how they were prepared?

2. What is Rail Baltica?

3. What benefits will Rail Baltica bring?

4. Rail Baltica – more than rail infrastructure

5. Conclusive remarks
What answers does the CBA provide and how they were prepared?
To what questions the CBA does and does not provide answers?

Goal of the CBA (ToR): Analyse the economic basis for the Project

**ANSWERS**
- Is the project viable
  - Financially
  - Economically
- Is the EU funding required?
  - What is the amount of the EU funding?
- Is the infrastructure manager financially sustainable?
- What are the socio-economic benefits?

**THEREFORE**

**NO ANSWERS**
- Should Rail Baltica be constructed?
- Is this the optimal route?
- Are lower speeds feasible option?
- Is this the most profitable investment for the national budgets?
- Will there be discounts for frequent travellers?
One common Global Project approach
What is Rail Baltica?
Rail Baltica – game changer for intra-Baltic passenger travel

<table>
<thead>
<tr>
<th>Route</th>
<th>Travel time (h)</th>
<th>Travel costs (€)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tallinn – Parnu</td>
<td>0:43</td>
<td>14</td>
</tr>
<tr>
<td>Parnu – Riga</td>
<td>1:12</td>
<td>24</td>
</tr>
<tr>
<td>Riga – Panevezys</td>
<td>0:57</td>
<td>15</td>
</tr>
<tr>
<td>Panevezys – Kaunas</td>
<td>0:38</td>
<td>12</td>
</tr>
<tr>
<td>Tallinn – Riga</td>
<td>1:55</td>
<td>38</td>
</tr>
<tr>
<td>Tallinn – Kaunas</td>
<td>3:29</td>
<td>65</td>
</tr>
<tr>
<td>Riga – Kaunas</td>
<td>1:35</td>
<td>27</td>
</tr>
<tr>
<td>Kaunas – Vilnius</td>
<td>0:36</td>
<td>11</td>
</tr>
<tr>
<td>Tallinn – Vilnius</td>
<td>4:05</td>
<td>76</td>
</tr>
<tr>
<td>Riga – Vilnius</td>
<td>2:01</td>
<td>38</td>
</tr>
</tbody>
</table>

* 1 h is added to reflect the additional time spent on arriving earlier to an airport to have a sufficient time for security check and boarding. In addition, 1 h also includes airplane’s waiting time before take-off and after landing. ** Includes the whole costs of personal car (fuel, depreciation, repairs, etc.) with average 1.45 people per car.
Point-to-point and intra-Baltic passenger travel are the main users of Rail Baltica

- **Point-to-point**: exactly between two stations
- **Intra-Baltic**: between EE/LV/LT
- **Extra-Baltic**: to/from outside the Baltics

**Daily train traffic**

- Riga – Tallinn
- Riga – Parnu
- Riga – Panevezys
- Kaunas – Tallinn
- Kaunas – Parnu
- Kaunas – Panevezys
- Vilnius – Tallinn
- Vilnius – Parnu
- Vilnius – Panevezys
- Tallinn – Riga
- Parnu – Riga
- Panevezys – Riga
- Kaunas – PL/LT border
- Riga – RIX shuttle

**Rail Baltica passenger flow potential (mln. passengers)**

- **2030**: Low Case: 3.9, Base Case: 5.0, High Case: 5.8
- **2035**: Low Case: 4.0, Base Case: 5.1, High Case: 6.0
- **2045**: Low Case: 4.3, Base Case: 5.5, High Case: 6.6
- **2055**: Low Case: 4.7, Base Case: 6.0, High Case: 7.1

- **Extra-Baltic**: 19%
- **Intra-Baltic**: 36%
- **Point-to-point**: 46%

* - Riga – RIX shuttle
Freight service has a potential to serve the direct trade, north–south and east–west flows

Daily train traffic

Rail Baltica freight flow potential (mln. tonnes)

Transit flows
- Finland’s trade with the rest of the EU
- Transhipments between the rest of EU and the CIS
What benefits will Rail Baltica bring?
The sum of the net socio-economic benefits exceeds 16 bln €

- Benefits cover all of the key stakeholder groups
  - Travellers (travel time and cost savings)
  - Freight shippers (travel time and cost savings)
  - Railway undertakings (operating profit)
  - Inhabitants around the roads, airports (local noise, air pollution)
  - General public (climate change)
- The CBA considers also the socio-economic costs of the project

<table>
<thead>
<tr>
<th></th>
<th>Undiscounted</th>
<th>Discounted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Socio-economic benefits</td>
<td>17,860 M €</td>
<td>5,019 M €</td>
</tr>
<tr>
<td>Socio-economic costs</td>
<td>-1,634 M €</td>
<td>-438 M €</td>
</tr>
<tr>
<td><strong>Net socio-economic benefits</strong></td>
<td><strong>16,226 M €</strong></td>
<td><strong>4,581 M €</strong></td>
</tr>
<tr>
<td>Net financial costs*</td>
<td>-4,048 M €</td>
<td>-3,702 M €</td>
</tr>
<tr>
<td><strong>Total net socio-economic cash flows</strong></td>
<td><strong>12,178 M €</strong></td>
<td><strong>879 M €</strong></td>
</tr>
</tbody>
</table>

* - including adjusted CAPEX, revenues and residual value
CBA results summary

Total CAPEX = 5 788 M €

- EU co-financing rate 85%
- Funding gap 94.18%
- Total financing needed for renewal investments in 2048-2052: 534.1 M €
- Total operating support until the break even for the infrastructure manager: 28.6 M €
- Economic rate of return (ERR): 6.32%

Key risks:
1. EU co-financing rate after 2020
2. CAPEX
3. Freight flow volume and uptake
Benefits outweigh the costs even not considering the wider benefits

Key ratios

- Undiscounted B/C: 2.8
- Discounted B/C: 1.1
- Discounted Benefits/Discounted national capital invested: 5.9
Rail Baltica – more than rail infrastructure
Rail Baltica’s impact goes beyond direct economic benefits

**Construction phase (2015-2025)**
- BENEFITS WITH INDUCED EFFECT 20.0 BLN €
- BENEFITS WITHOUT INDUCED EFFECT 17.9 BLN €
- LOCALLY ABSORBED CAPEX 2.8 BLN €

**Operating phase (2026-2055)**
Rail Baltica acts as backbone to wider transportation and logistics industry

- 400 lives saved
  - Valued at 892 M €
  - Equivalent to average annual benefit of 30 M €

**Mitigated climate change**
- 30-40% of truck traffic shifted to railway
- CO2 emission reduction benefits: 3.0 billion €
- Air pollution reduction benefits: 3.3 billion €

**Time saving benefits**
- Passengers save approx. 5.3 M hours each year, the equivalent of 605 years

- ERR = 8.82%
- ERR = 6.32%

- 13 000 FTE construction jobs over construction phase
- Over 24 000 FTE indirect and induced jobs over construction phase
There is significant amount of socio-economic benefits that were not quantified

**Ability to perform services on regional level.** Expansion of markets increases export opportunities and drives economic growth simultaneously.

**Increased reliability of passenger and freight transport.** Highly reliable freight transport creates a productive supply chain.

**Increased export.** Transport infrastructure breaks down the barriers for export and higher export furtherly demands more transport infrastructure.

**Better access to study/work place.** Better access to study/work places leads to expansion of job market and wider variety of education opportunities.

**Indirect productivity effects on other business sectors.** New transport junctions increase mobility and connectivity thus creating more productive and competitive business environment

**Better tourism opportunities.** Creation of Rail Baltica will increase mobility thus increase the attractiveness of new tourism destinations.

**Higher accessibility leads to a more efficient allocation of resources.** which triggers productivity gains and stimulates growth.

**Increased opportunities for culture, entertainment, shopping on pan-Baltic level.** Increased connectivity via Rail Baltica will diversify culture, entertainment, and shopping habits and markets, increasing economic activity.

**Better access to healthcare institutions** not only makes the healthcare institutions more competitive by increasing catchment area, but also gives opportunity for people to choose the best available healthcare in larger perimeter.

**Increased transport capacity.** Ability to transport large amounts of goods gives competitive advantage due to capitalization on the economies of scale.

**Induced impact of intermodal terminal infrastructure.** Due to modal shift from road and sea to Rail Baltica, the turnover of intermodal terminals is expected to increase thus creating spill over effects to local economy and companies operating in the intermodal terminal area.

**Catalytic effect on businesses located nearby rail stations.** Increased connectivity Increased passenger flows in rail station areas will drive the growth of businesses located nearby.

**Better access to resource/labour market.** Rail Baltica will create a new network between the region countries thus improving access to labour markets in other region countries and to resources like raw materials, parts or products.
Conclusive remarks
Conclusive remarks

Is Rail Baltica profitable?

Profitability is different concept for railway undertakings, infrastructure manager, national government, society

- Railway undertakings are profitable
- Infrastructure manager is financially sustainable in the long term
- National government has positive socio-economic return on the national co-investment
- Society’s benefits outweigh the costs

CBA indicates that the project provides positive outcomes for each party
Conclusive remarks (cont.)

CBA assumes that all necessary actions to ensure the capture of market potential are made.

Without EU and national public co-financing RB is not financially viable.

Biggest potential for passengers is intra-Baltic travel and direct trade with the EU for freight.

Operating financial sustainability depends on Rail Baltica’s ability to reach market potential.
Rail Baltica’s success depends on a set of crucial actions in the implementation phase

Critical success factors to ensure/facilitate:

- Project commercialization is the key question to be solved **before** the launch of the operations
- Intermodal terminals have sufficient capacity and service level that corresponds to the freight market requirements
- Public transport infrastructure and schedule in the urban nodes is aligned with Rail Baltica service
- Proper project management and governance structures that would facilitate successful implementation and capture of the potential benefits while keeping costs at the expected levels

Things to keep doing:

- Periodic surveying of mobility patterns
- Periodic review of the business case
Thank you for your attention!