

## IMPLEMENTATION OF THE „RAIL BALTICA“ PROJECT IN LITHUANIA

2012  
“Rail Baltica” project directorate of  
Lithuanian Railways

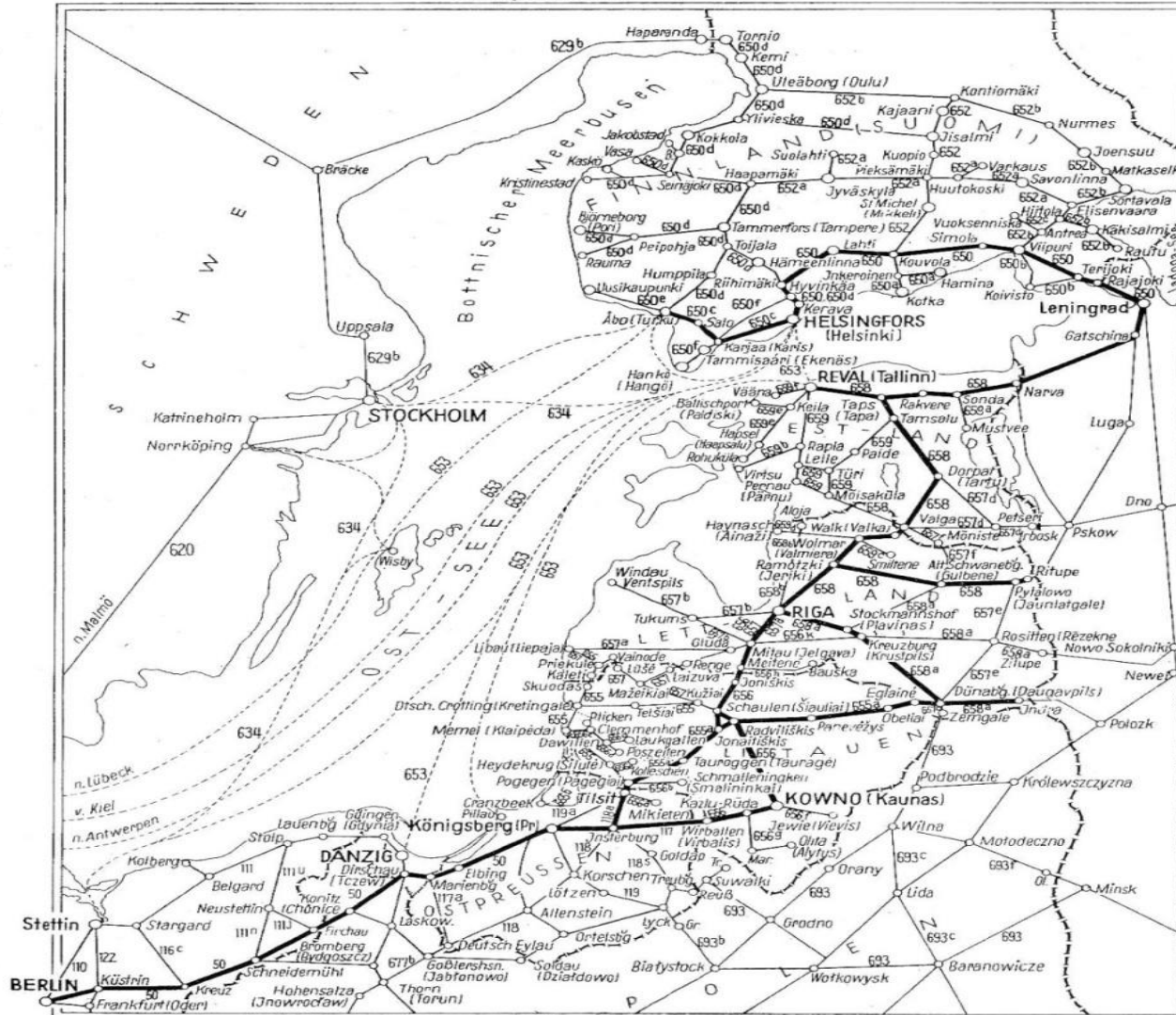


# The lessons from the past :

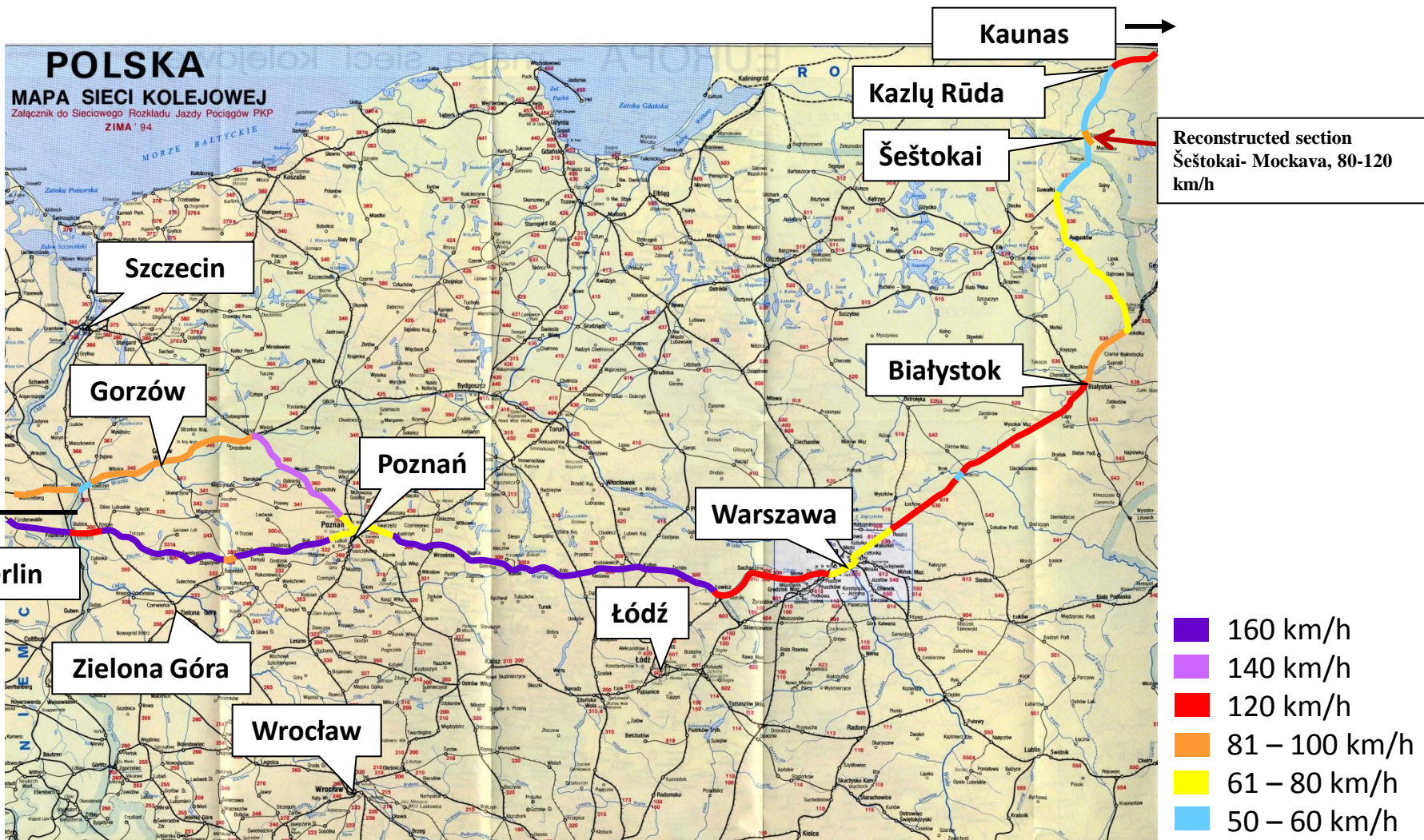
## historical connections before the Second world war



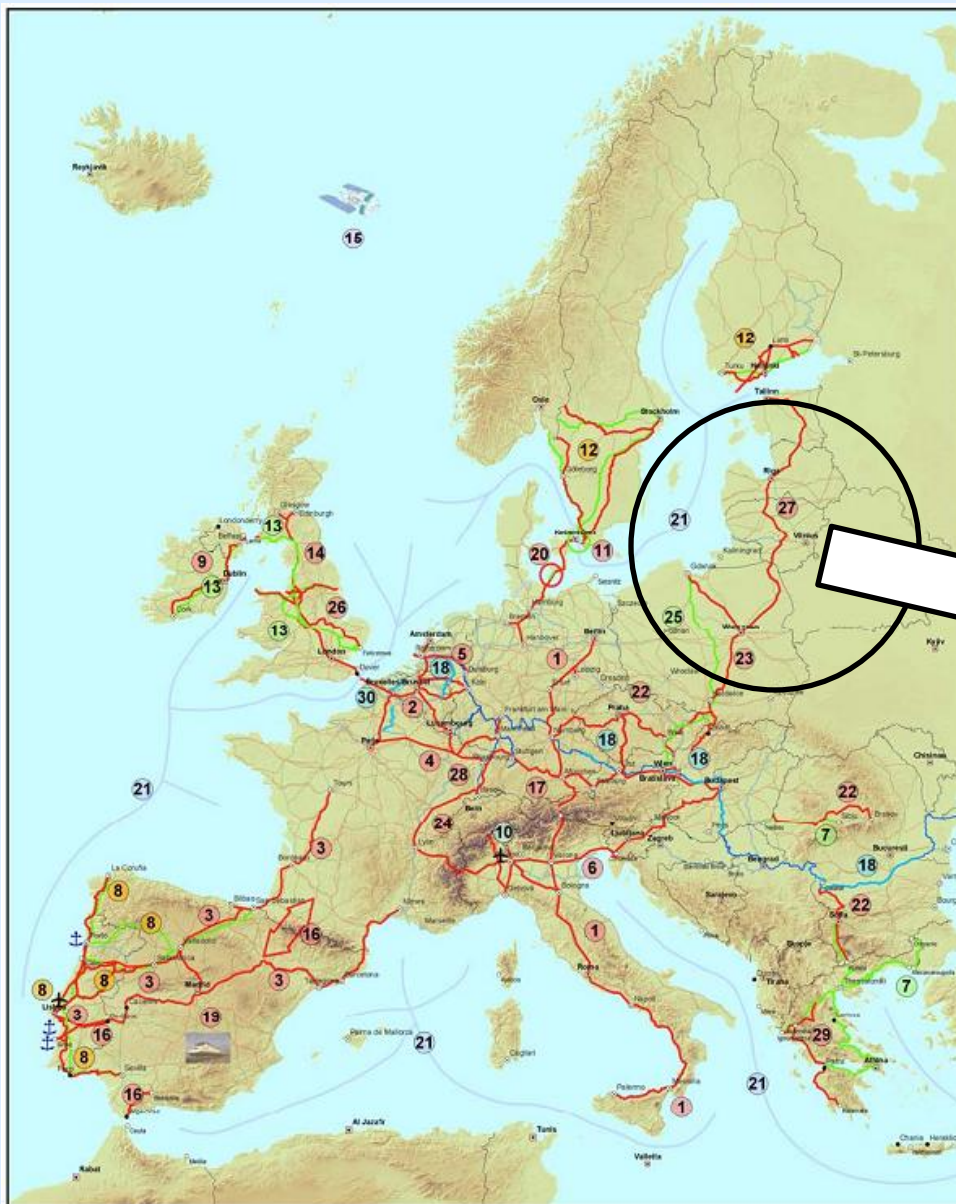
**Finnland**  
Fahrpläne Nr 650—653  
**Memelgebiet Litauen Lettland Estland**  
Fahrpläne Nr 655—659 f



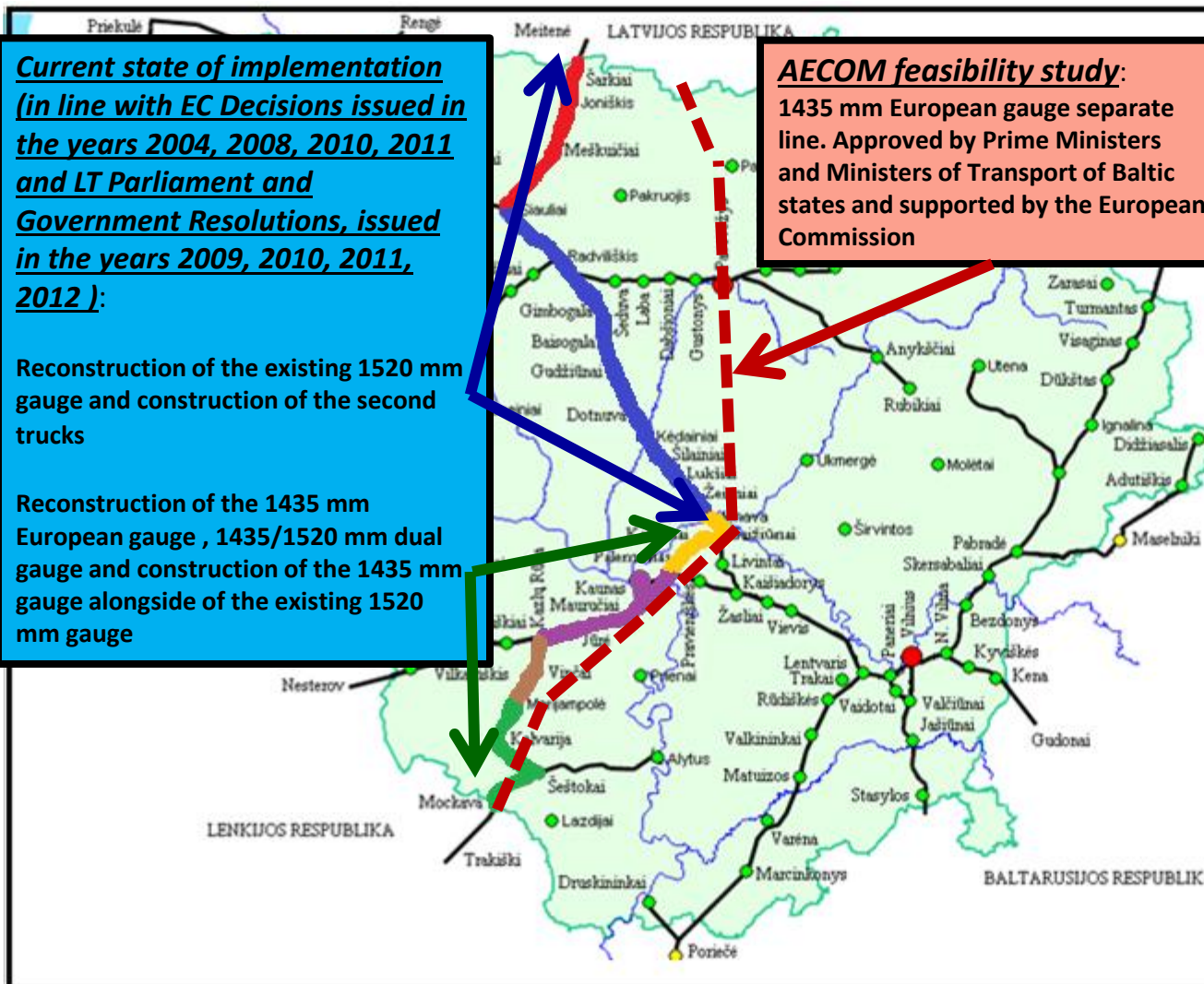
# Allowed speed on the part existing "Rail Baltica" today



# “Rail Baltica”- TEN-T Priority project No. 27 (RB-1)



# “Rail Baltica”- from present to future



**AECOM feasibility study:**  
 1435 mm European gauge separate line. Approved by Prime Ministers and Ministers of Transport of Baltic states and supported by the European Commission

**Current state of implementation (in line with EC Decisions issued in the years 2004, 2008, 2010, 2011 and LT Parliament and Government Resolutions, issued in the years 2009, 2010, 2011, 2012):**

Reconstruction of the existing 1520 mm gauge and construction of the second trucks

Reconstruction of the 1435 mm European gauge , 1435/1520 mm dual gauge and construction of the 1435 mm gauge alongside of the existing 1520 mm gauge



**Current implementation (diff. colours):**

Implementation period 2007-2015;  
 The length of the line 333 km;  
 Number of sections- 6:

- 1435 mm reconstruction PL/LT state border- Šeštokai
- 1435 mm new line along the existing Šeštokai- Kaurus
- 1520 mm reconstruction. Section Kaunas-LT/LV state border

Budget allocation: TEN-T program and Cohesion fund, State budget, LG sources. More, than 700 mill. EUR

**AECOM feasibility study** - - - -

Possible implementation time 2012-2024;  
 Separate 1435 mm line PL/LT-LT/LV state border  
 The length of the line 265 km;  
 The cost prognosis > 1 bill. EUR

# The sources of financing



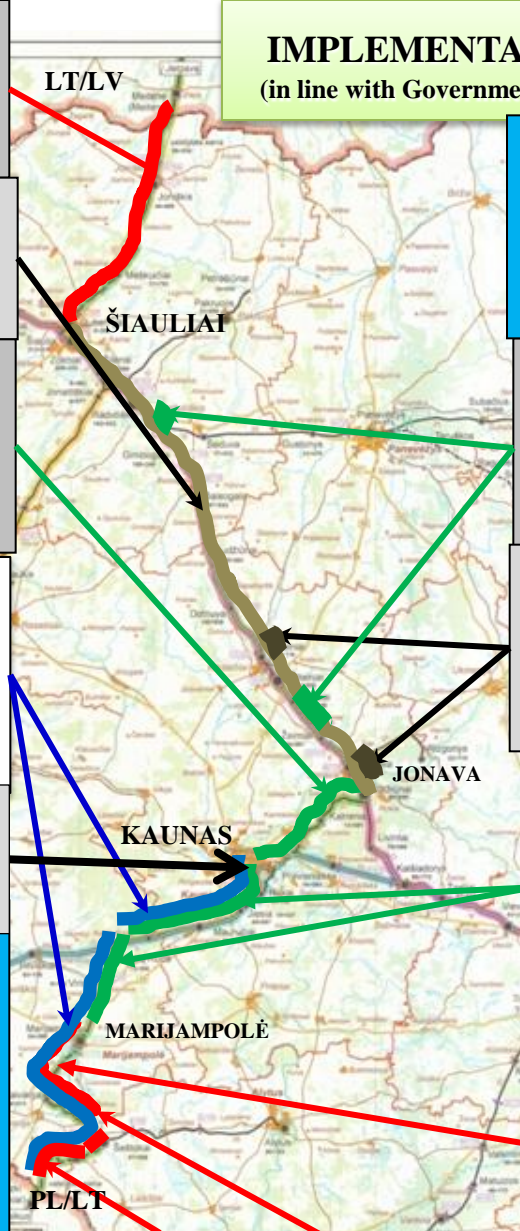
**Preparation of feasibility studies, EIA documentation and detailed designs** is under the 2007-LT-27040-S “*Studies for Rail Baltica, Lithuanian part: a) section PL border - Marijampole in European Gauge; b) Improvement of existing line; c) contribution to global Rail Baltica study for European Gauge*” project, which is partly funded by **TEN-T program (50%) and partly by Lithuanian state budget (50%)**. Funding granted – 32.140.000 €. Implementation dates: 2008-01-01 - 2015-12-31

**Reconstruction and upgrade of PL/LT state border – Mockava – Sestokai – Marijampole and Siauliai – Joniskis – LT/LV state border sections** in under the 2007-LT-27030-P “*1) Upgrading of existing railway line on the cross-border section PL/LT state border-Marijampole 2) Cross-border section Siauliai - LV border. Reconstruction/Upgrading*” project, which is partly funded by **TEN-T program (27%) and partly by Lithuanian state budget (73%)**. Funding granted – 169.271.860 €. Implementation dates: 2010-04-01 – 2015-12-31

All other reconstruction works on sub-sections in section Marijampole – Kazlu Ruda – Kaunas – Gaiziunai – Jonava – Radviliskis – Siauliai are planned to be **financed by Cohesion fund (up to 85%) and own SC “Lithuanian Railways” funds (at least 15%)**

# IMPLEMENTATION OF RAIL BALTICA PROJECT

(in line with Government Decisions of 23 December 2009 and of 12 May 2010)



**Joint international feasibility study** for European standard gauge separate railway line in Estonia, Latvia and Lithuania (Rail Baltica Corridor, 0,35 mln. € (TEN-T 50%/ State budget 50%), **100%**  
**April 2010.** Contract signed for preparation of feasibility study. May 2011, feasibility study approved.

**Zeimiai – Luksiai ir Gimbogala – Linkaiciai (22 km),**  
**July 2010.** Contract signed for preparation of technical design for upgrading of existing single track to double track, 1,1 mln.LT **90%**

**Gaiziūnai – Jonava ir Silainiai - Kedainiai (14 km)**  
**July 2010.** Contract signed for preparation of technical design for upgrading of existing single track to double track , 4,8 mln.LT **64%**

**Marijampole - Kazlu Ruda- Kaunas (67 km)**  
 August 2010. Feasibility study was completed (including environmental impact assessment (EIA)), 0,8 mln.LT **100%**  
 November 2010. Contract signed for preparation of technical design. **8,8 mln.LT 90 %**  
 Reconstruction tender procedures are ongoing and construction should start in the end of 2012

**Sestokai- Marijampole (33 km)**  
 September 2010. Contract signed for preparation of feasibility study for reconstruction. **0,44 mln.LT 100%**  
 December 2011. Contract signed for preparation of technical design for reconstruction. **8,5 mln.LT 50%**

**Mockava – Sestokai (7 km)**  
 April 2010. Technical design was prepared. **100%**  
 May 2010. Reconstruction works has started. **16,9 mln.LT**  
 Reconstruction finished in July 2011. **100%**

**Siauliai – Joniskis – LT/LV border (60 km)**  
 Reconstruction of the existing gauge 1520 mm  
**August 2010** Contract signed for preparation of the technical design. **7.5 mln.LT 30%**  
**October 2011** Contract for bridge reconstruction, **0,9 mln.Lt 100%**

**Gaiziūnai – Jonava – Radviliskis – Siauliai (122 km), reconstruction of the existing gauge 1520 mm**  
**July 2011** Contract signed for preparation of the technical design. **27.2 mln.LT 46,4%**

**Kaunas (Palemonas) – Gaiziūnai (26 km) reconstruction of the existing gauge 1520 mm**  
**October 2010.** Contract signed for preparation of the technical design for reconstruction of the existing line. **1,9 mln.LT**  
 October 2011, Technical design prepared, **100%**  
**May 2012** Contract signed for reconstruction, **74,95 mln.Lt 42%**

**PL/LT sate border- Kazlu Ruda – Kaunas (signaling, power supply, traffic control systems)**  
 In 2010 the implementation of the GSM-R network, as a part of the ERTMS system, was completed (Project was financed by 2004-2006 Cohesion fund). Tender procedures are almost completed for section Kazlu Ruda Kaunas and contract will be signed on 2012-09. Tender for PL/LT border – Kazlu Ruda announced on 2012-08-23

**Rokai- Palemonas- Kaunas**  
**June 2012.** Contract signed for preparation of feasibility study and environmental impact assessment (EIA), 0,6 mln.Lt. **20 %**

**Territorial planning documents for new line (PL/LT border- Marijampole).**  
**August 2009.** Contract signed for preparation of the territorial planning documents and EIA.  
 In December 2010 implementation of the project was finished

**PL/LT border – Mockava (14 km)**  
 September 2010. Open tender announced for the preparation of technical design.  
**February 2011.** Contract signed for preparation of technical design for reconstruction, 1,45 mln.LT **95%**  
**Allocated for works 85 mln.LT**

- █ Projects co-financed from TEN-T fund
- █ Modernization of signaling system co-financed by Cohesion fund
- █ Upgrading works co-financed from Cohesion fund
- █ Projects unforeseen for EC financial support in 2007-2013 or reserved projects
- Signed contracts for studies, design, works
- Implemented

# The results of the investments: infrastructure



Mockava -

Šestokai:

rail infrastructure, dual  
gauge track 1435/1520  
mm

2008

2012





# The results of the investments: rolling-stock

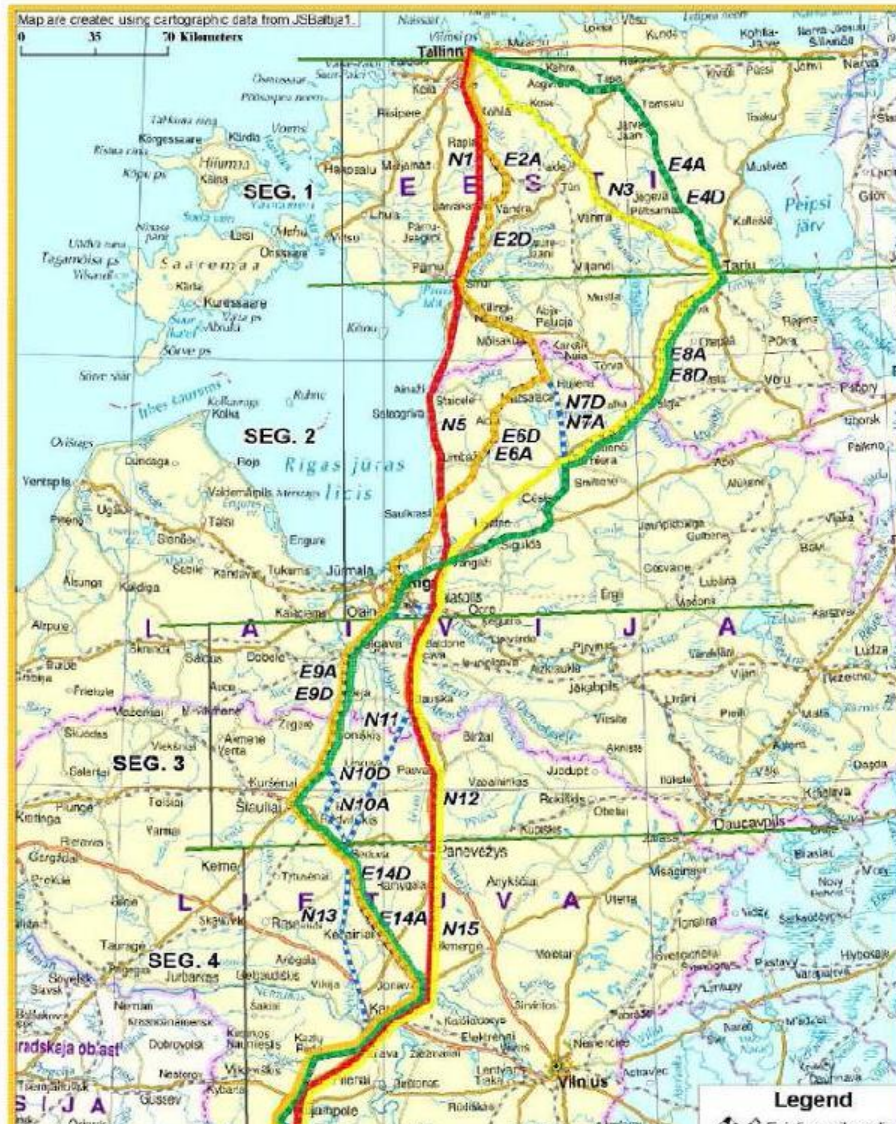


**Locomotives:  
2008 (left side)  
2012 (right side)**



**Passenger trains  
Kaunas - Vilnius:  
2008 (left side)  
2012 (right side)**

# The results of AECOM study (RB-2)



## 1. 2011/10/11 PRIME MINISTERS' AT THE BALTIC COUNCIL OF MINISTERS SIGNED JOINT STATEMENT.

Prime Ministers welcomed the Commission's initiative to include the Rail Baltica corridor Tallinn-Pärnu-Riga- Kaunas- Warsaw in the pre-identified projects list of the core network and emphasized the importance of support from various EU financial instruments for the implementation of the project;

## 2. 2011/12/07 Ministers of transport and communications of Baltic countries signed Declaration of intent On the further development of "Rail Baltica";

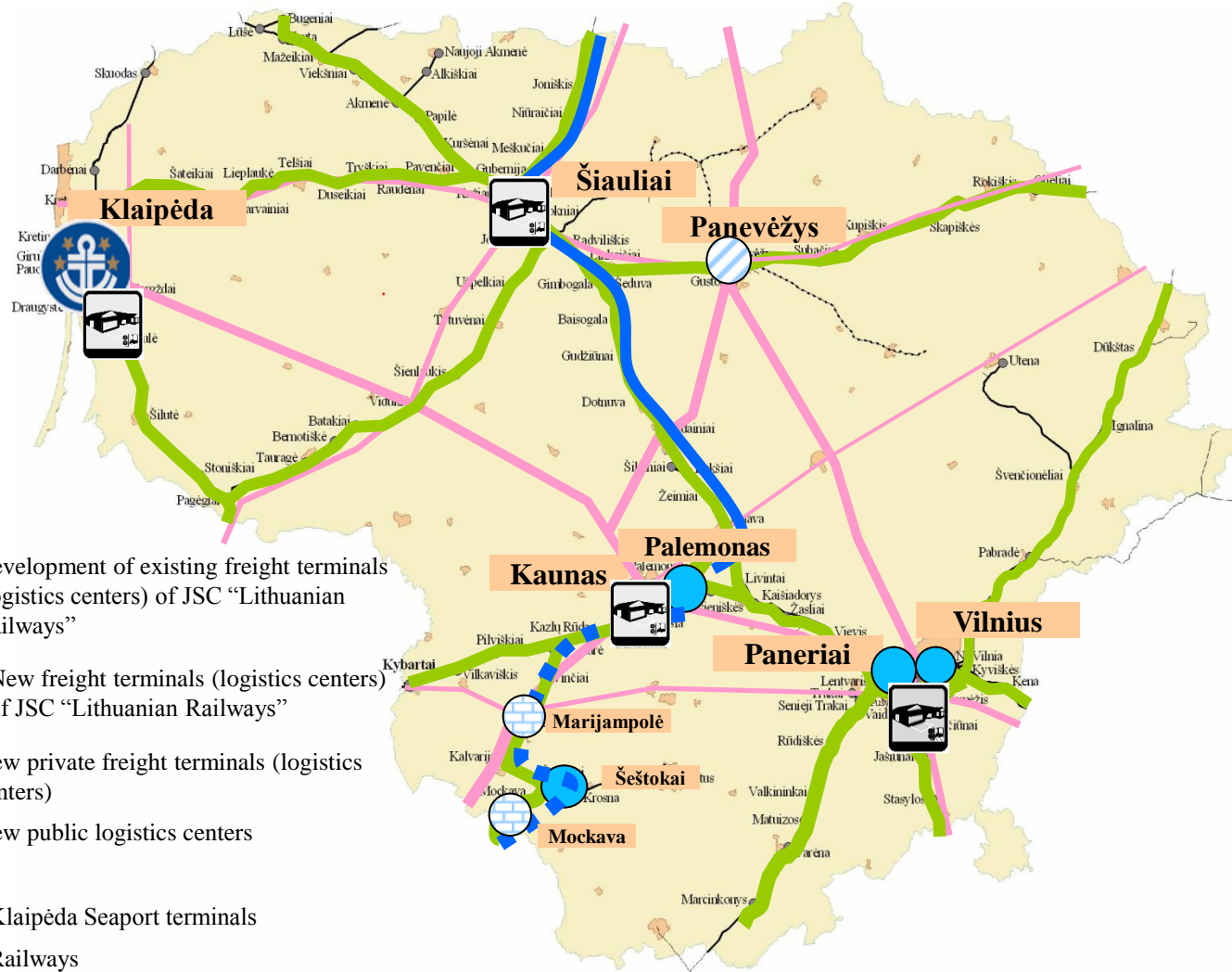
3. In March 2012 Ministers of transport and communications of Baltic countries signed joint letter for the Ministry of Transport of Poland with invitation to participate in the interministerial Task force activity and widen the Task Force mandate. Representatives of Polish Ministry of Transport are participating in the Task Force meetings already.

## 4. 2012/09/19 Prime Ministers' of the Baltic States at the Baltic Council of the Ministers signed Joint Statement.

Prime Ministers welcomed progress in Task Force joint work, welcomed participation of Poland and Finland in Task Force work, agreed on the Riga's (Latvia) address for the Joint Venture office, etc.

## 5. 2012/09/26 Government of Lithuania issued Resolution and approved "Implementation plan of measures for preparatory work of European standard railway line from Kaunas to Lithuanian and Latvian state border"

# Development of intermodal terminals as a part of “Rail Baltica” line logistics solution



Development of existing freight terminals (logistics centers) of JSC “Lithuanian Railways”

New freight terminals (logistics centers) of JSC “Lithuanian Railways”

New private freight terminals (logistics centers)

New public logistics centers

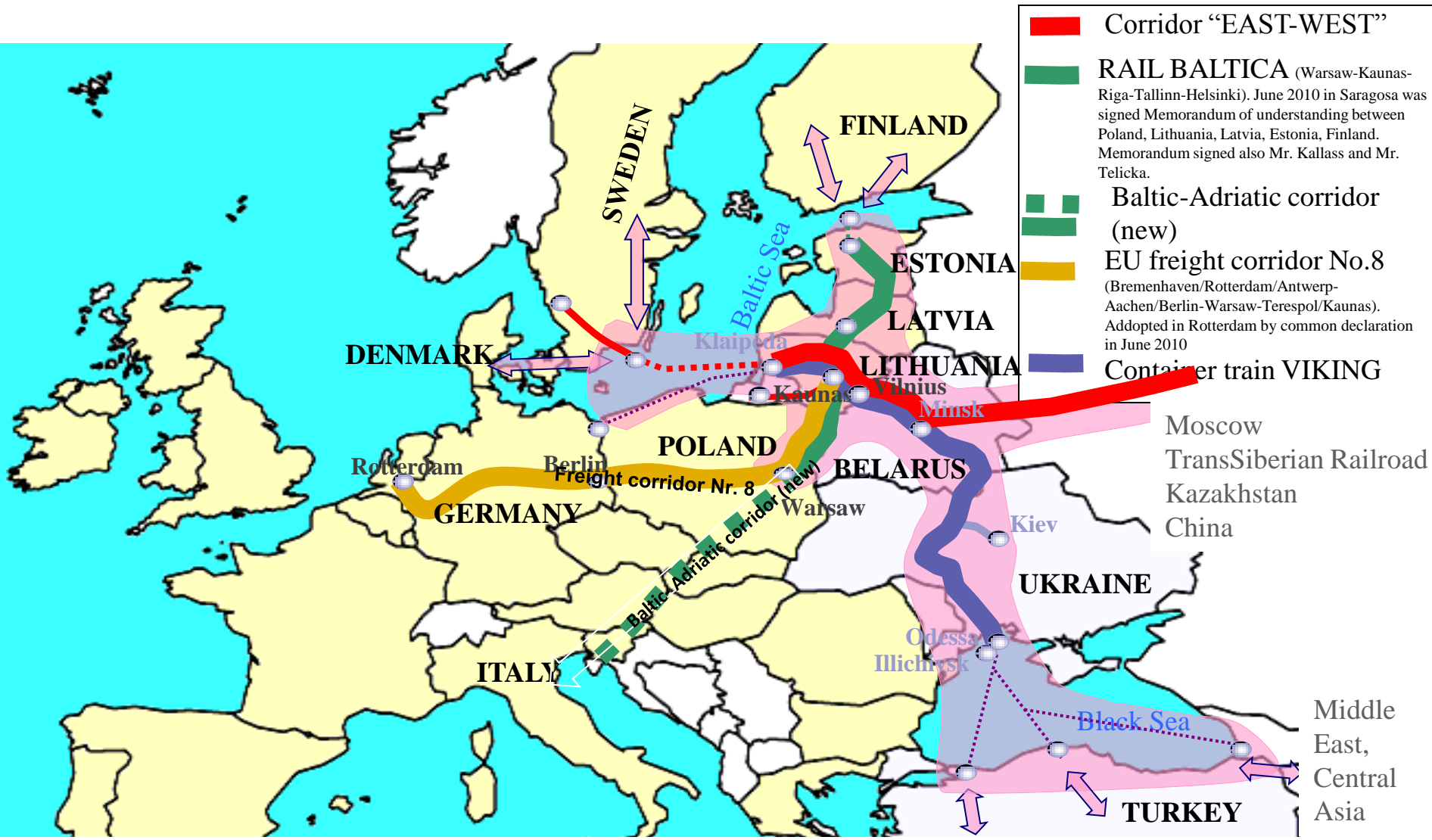
Klaipėda Seaport terminals

Railways

“Rail Baltica” line: construction of the 1435 mm gauge  
reconstruction of the existing 1520 mm gauge



# LITHUANIA ARE AT THE CROSSROADS OF INTERNATIONAL FREIGHT TRANSPORTATION CORRIDORS

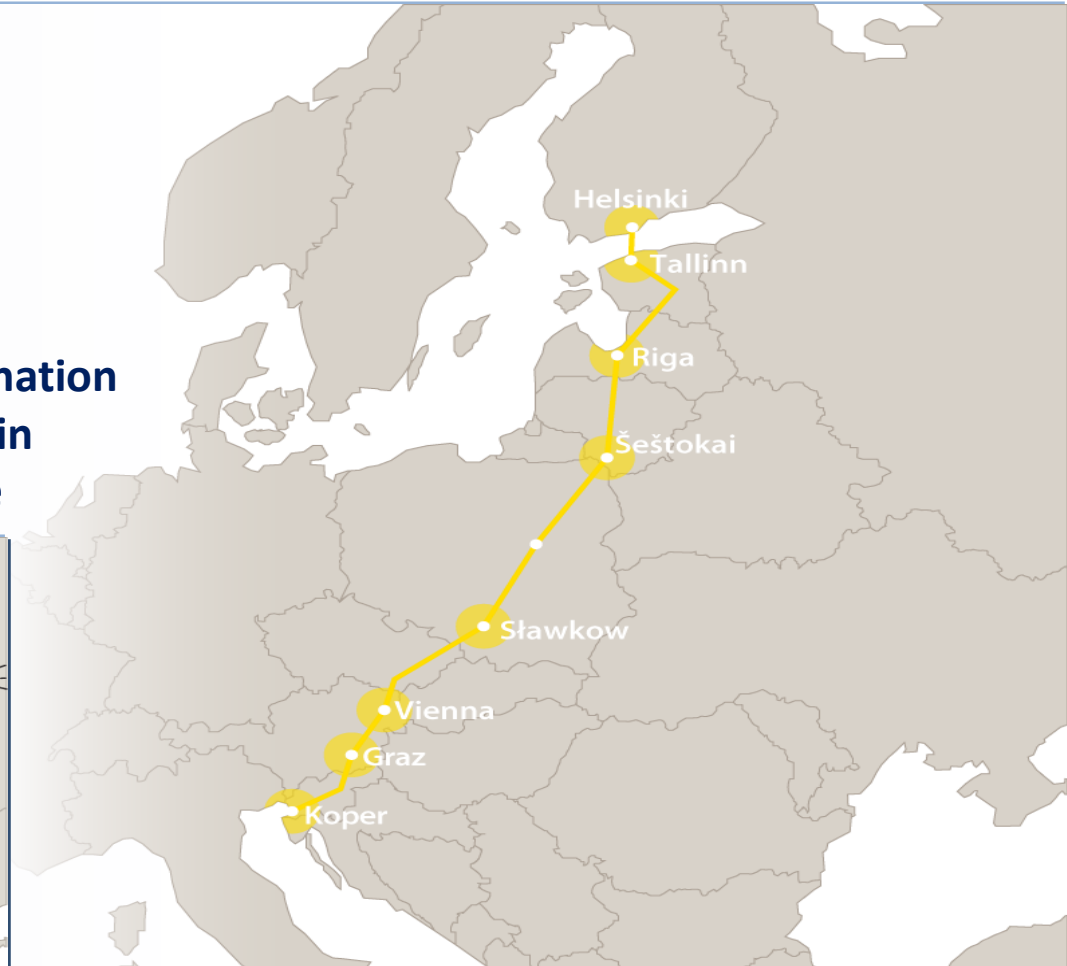
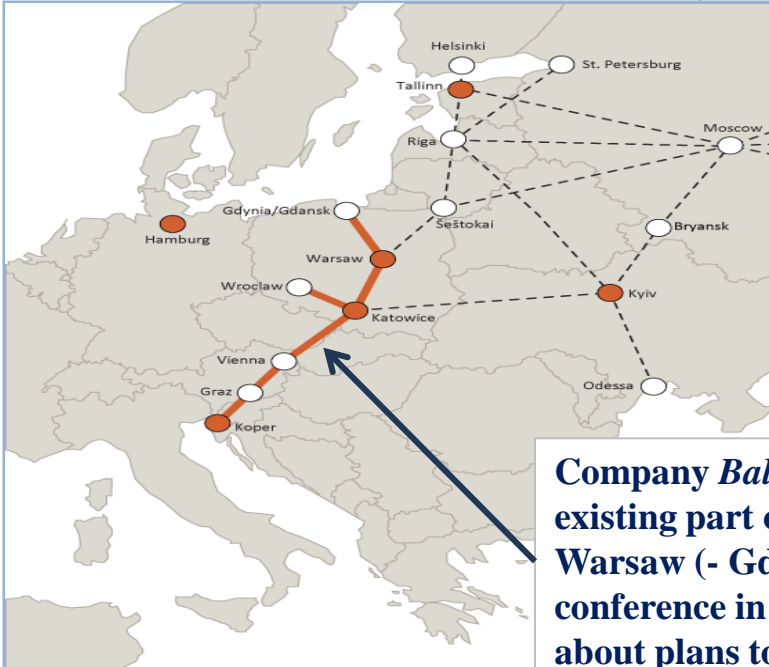


# Baltic-Adriatic corridor

## WHY KOPER?

Quicker transit time KOPER – the fast gateway to Eastern Europe!

First discharge port in Europe in combination with attractive rail connections results in quick deliveries all over Eastern Europe



Company *Baltic Rail* (container train operator) work already in the existing part of the Baltic- Adriatic corridor : Koper- Slawkow- Warsaw (- Gdynia/Gdansk). During the *Rail Baltica growth corridor* conference in St. Petersburg in October 2012, company informed about plans to start freight operations on the route Koper- Riga.

# The view of potential freight forwarders: Koper – the fast gateway to East Europe

The biggest container port in North Adriatic - more than 2200 nautical miles shorter route



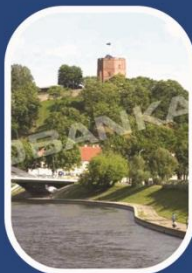
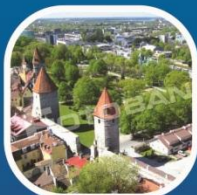


# **Rail Baltica“ is a viable project!**

**European Commission (White paper) set challenge– to move freight from road to sea and railway transport:**

- 1. until the year 2030- 30% ,**
- 2. until the year 2050- 50% .**

**Lets do it together !**



**THANK YOU FOR YOUR ATTENTION !**

**[www.rail-baltica.lt](http://www.rail-baltica.lt)**

**[e-mail: info@rail-baltica.lt](mailto:info@rail-baltica.lt)**



**Europos Sąjungos bendrai finansuota**  
Transeuropinis transporto tinklas (TEN-T)