

# PROJECTS TO BRING THE BALTIC STATES TOGETHER: RAIL BALTICA AND VIA BALTICA

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# Lithuania's approach to RAIL BALTICA implementation

- Rail Baltica is a prerequisite for a **sustainable economic growth** in the Baltic Sea and wider region
- Rail Baltica is not a European gauge connection **only between** the Baltics
- Rail Baltica first and utmost is a connection of Baltic countries and its capitals **to the rest of the EU** 1435 mm railway network
- Rail Baltica European railway line, together with the Rail Freight Corridor no. 8, form a **Core TEN-T Corridor „North Sea – Baltic Sea“** – one of the 10 major transport corridors in the European Union



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# Rail Baltica implementation Status Quo



- a joint venture was founded on 28 October 2014
- clause on Vilnius link was included into Joint Venture agreement
- territorial planning works are being carried out
- preparation of application for CEF funding



# Next step in RAIL BALTICA implementation

**Negotiation on draft Intergovernmental Agreement on Rail Baltica implementation**

**Filing application for CEF funding**

**Invitation to Poland and Finland to join**



# Reconstruction of VIA BALTICA in 2014-2020

The total demand of financing for reconstruction of  
Via Baltica till 2020 – 472.7 mln. EUR

Available financing from EU 2014-2020 support – 106,862  
mln. EUR or 23% from the total demand

Earmarked funds for Via Baltica make up 33% from the total  
EU Cohesion Fund in 2014-2020 allocated for TEN-T roads





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THANK YOU FOR  
YOUR ATTENTION