



Project company as an investment vehicle

Rata 2023 - Future on Rails

Finnish Rail Ltd.
Janne Salonen, CFO

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Timo Kohtamäki | CEO

- M.Sc. (Civil Engineering), 1989
- Lic.Tech. (Geotechnical and Environmental Engineering), 1996
- More than 30 years of experience from infra construction projects
- President and CEO of Finland's largest construction industry company for over 5 years
- Several Board memberships in the industry



Janne Salonen | CFO

- M.Sc. (Economics), 2001
- More than twenty years of experience in M&A and financing of infrastructure projects, including power plants, water supply and transport
- Several Board memberships in companies in the industry



Siru Koski | Planning Director

- Civil Engineer, 1995
- 15 years of experience in the planning and design tasks of the state railway network and rail traffic system
- Position of deputy director in the project planning department
- Over 9 years of experience construction tasks



Mission of the project company Finnish Rail Ltd

Project company structure is a new way of planning big railway projects in Finland

- **Finnish Rail Ltd** is one of three special purpose companies to plan new railway connections
- Owned by Finnish state, Finavia Oyj and 20 municipalities located along the railway line
- From state budget to long term dept finance
- To find new ways to finance big infrastructure investments and new business model to maintain the infrastructure and railway operations
- Attract investors
- Outsource all planning and currently approximately 100 professionals working under the supervision of Finnish Rail



Current situation

MAIN RAILWAY LINE:

About half of Finns live along the mainline.

In addition, more than half of Finland's jobs

More than 70 percent of education, research and innovation activities are located in its area of influence.

— Railway network in Finland

— Main railway line

||| Airport Railway





High speed rail line or something else?

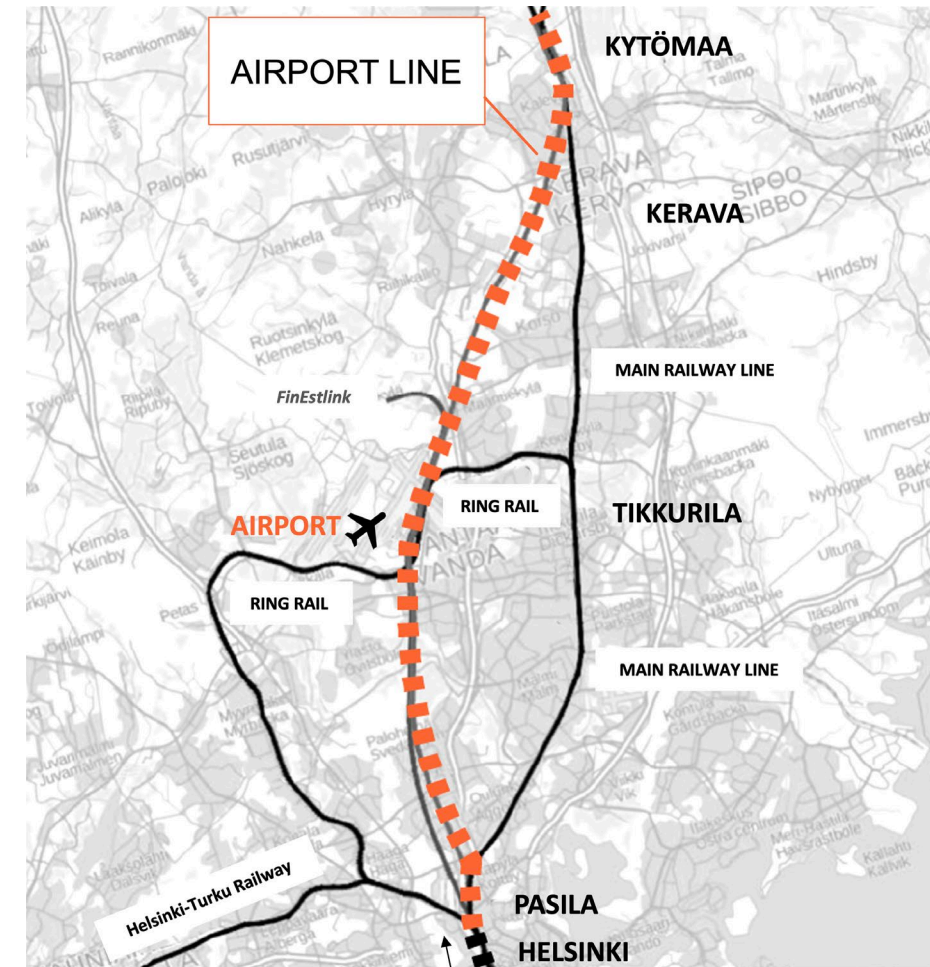
Why this new connection is crucial?

- shortening travel times
- expanding people's employment areas
- freeing up rail capacity for passenger and freight traffic increasing also emergency supply and military mobility
- improving the competitiveness of the whole country
- creating sustainable, climate-friendly growth, jobs and businesses both during and after construction
- creating climate-friendly alternatives to travel within the country
- multimodality: connecting Finland to the global airport network via a railway connection.



Airport line as a part of European network

- The airport line is a two-track long distance line, which will connect Helsinki-Vantaa Airport to long-distance train traffic
- 30 km, in tunnel 28 km
- Connected to local Ring Rail
- Airport line is the first phase of the Finnish Rail project
- The project company is at the moment in preparatory alignment plan and environmental impact assessment (EIA) phase in Airport line planning



Development of the Main Railway Line or New High Speed Rail Line

Two possibilities:

Development of the main rail line (187 km) operated with a top speed of 200-250 km/h. Due to the geometry of the line section, the speed limit is below that in many places.

OR

New fast rail line is about 175 km long connection and trains will operate with a top speed of 300 km/h



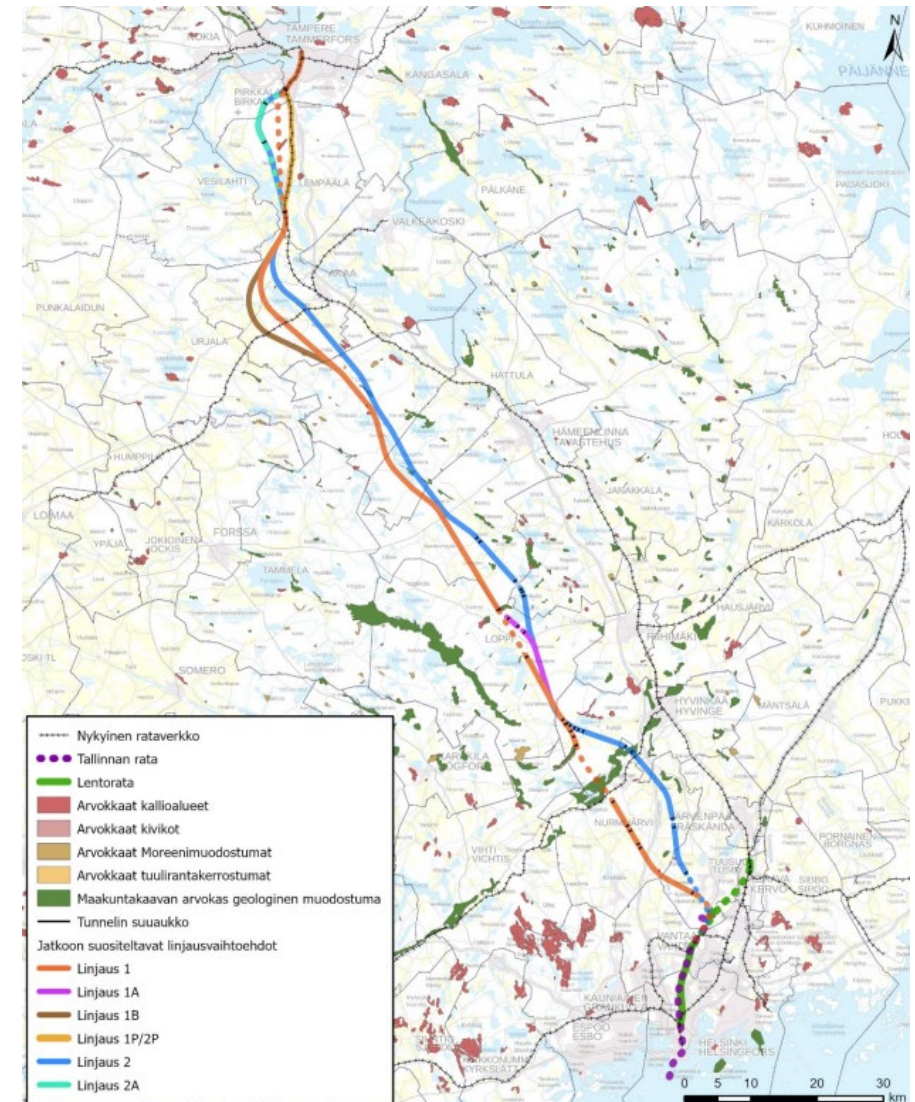
New High Speed Rail Line

Option 1 (1, 1A, 1B, 1B/2B)

- length 177,5 km (from Helsinki)
- tunnels 9, 49 km
- 20 master plans
- 3,3 Mrd€ + airport line app. 2,7 Mrd€ = 6 Mrd€
(If Lempäälä-Tampere in current track 5,5 Mrd€)

Option 2 (2, 2A)

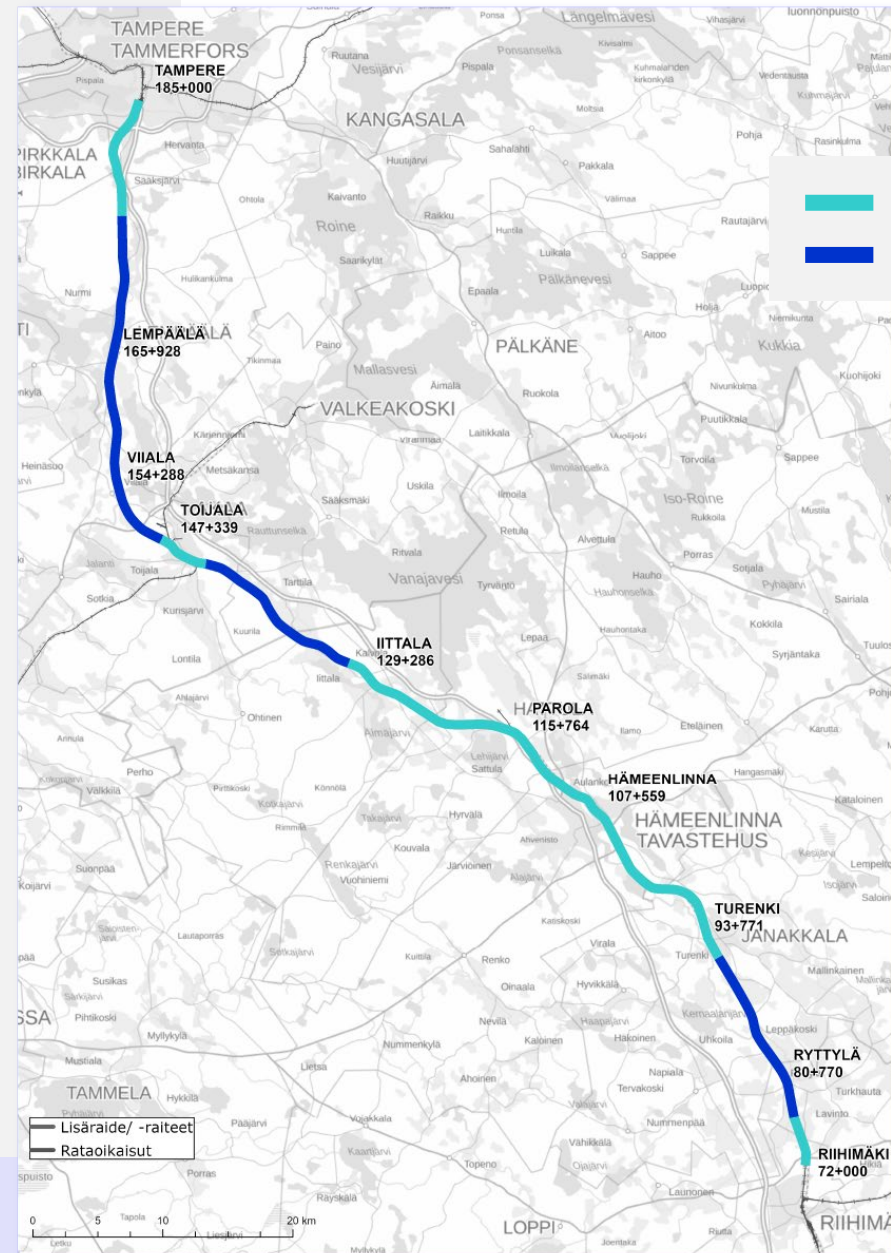
- length 179,5 km (from Helsinki)
- tunnels 11 kpl, app. 22 km
- 25 master plans
- 2,9 Mrd€ + airport line app. 2,7 Mrd€ = 5,6 Mrd€
(If Lempäälä-Tampere in current track 5,4 Mrd€)



Note! Cost estimates are preliminary and can be used only for comparison between different options.

Main rail line development

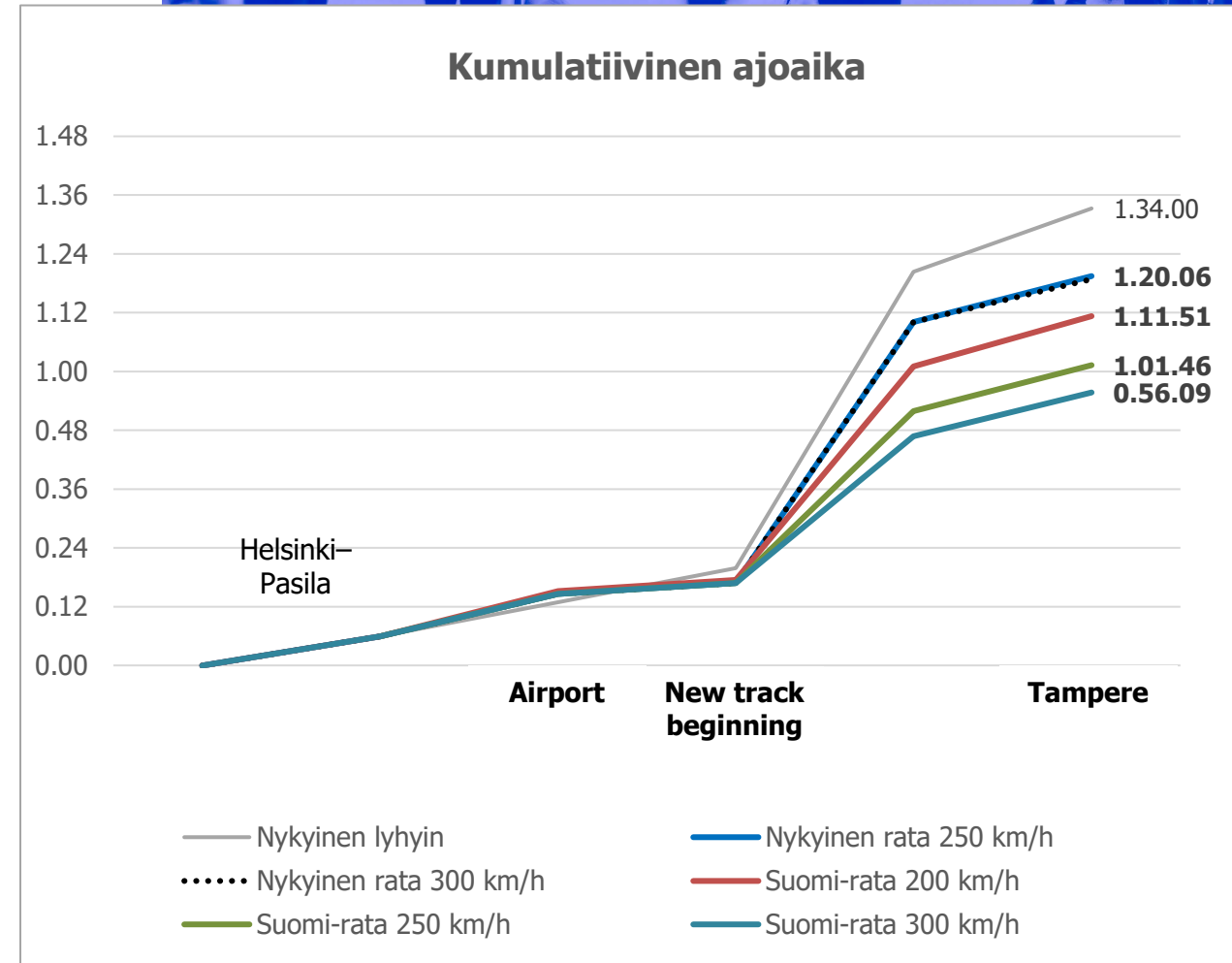
- Cost estimate Riihimäki-Tampere shortcuts and new tracks 1 Mrd€ + airport line app. 2,7 Mrd€ = 3,7 Mrd€
- As a premise Pasila –Riihimäki 3. phase has been carried out, cost estimate 300 M€
- Stations in current locations
- Difficulties of construction in a train line in use is not included in cost estimation. Impact is significant.



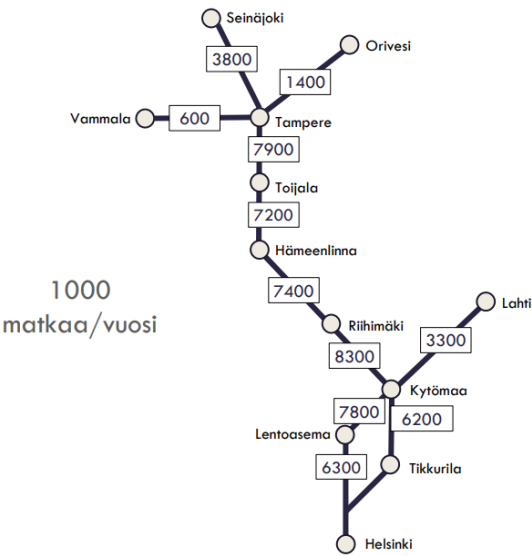
Travel time comparison

Assumption: Pasila-Riihimäki
200 km/h

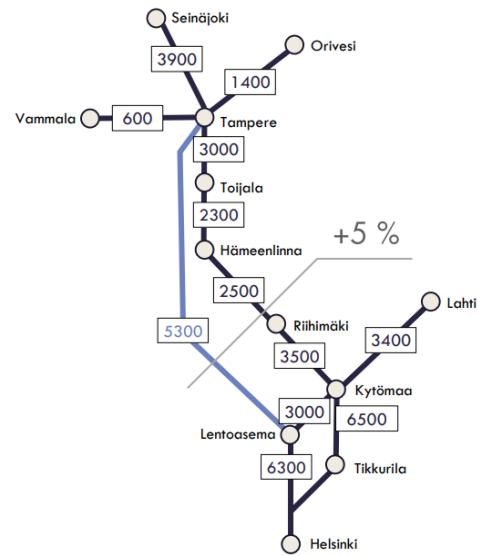
High speed rail line
250 km/h - > 1 h 2 min
300 km/h -> 56 min



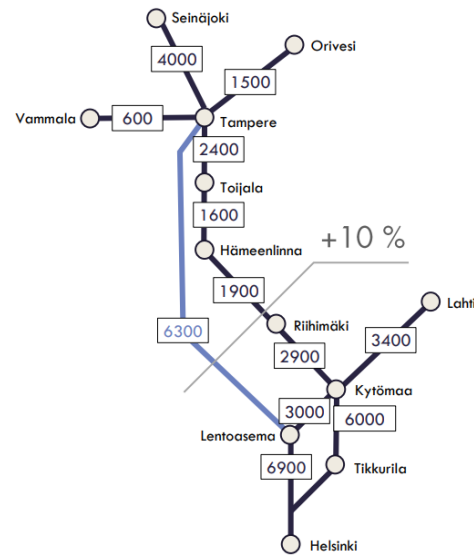
Preliminary amount of travelers in 2040



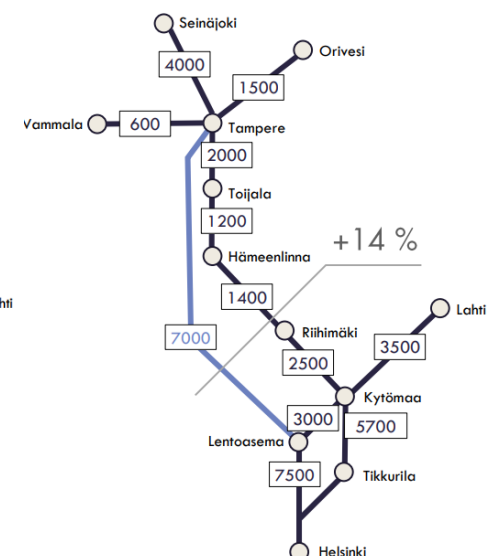
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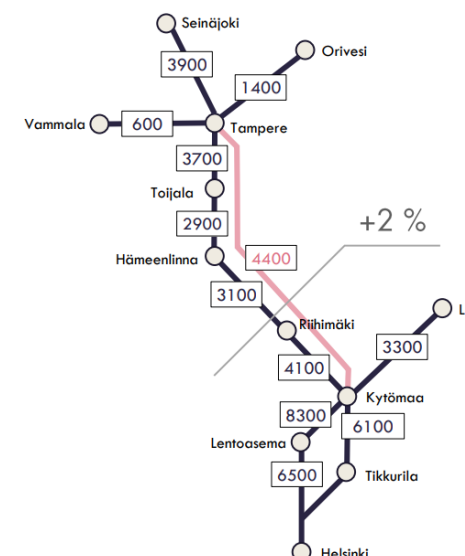
Suurnopeusrata 200 km/h



Suurnopeusrata 250 km/h



Suurnopeusrata 300 km/h



Pääradan kehittäminen 250 km/h



Summary and further steps



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