

# Rail Baltic Nordic Connection updates

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TwinReg Seminar 22.10.2026

City of Helsinki, 2026

**Helsinki**



# Why is it necessary to develop the tunnel connection between Tallinn and Helsinki?

- A fixed Helsinki–Tallinn link would **fundamentally strengthen Finland's connection to Europe** and integrate the Nordic, Baltic and Central European regions.
- A **30-minute rail journey** between Helsinki and Tallinn would create a **larger integrated labour market and economic region** across national borders and promote **twin city development**.
- European cities would become more accessible by rail, with **Berlin around 13–15 hours away by overnight train**.
- The fixed link would strengthen **security of supply and transport and data system resilience** by diversifying passenger and freight connections and securing the cables.
- Above all, it would be a **new connection to Europe and a long-term investment in competitiveness, security, military mobility and sustainable growth**.

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# Tallinna–Helsinki-tunneli lisäisi kauppaa ja turvallisuutta

Tallinnan ja Helsingin välistä tunnelia kannattaa alkaa valmistella, kirjoittaa Viron ulkoministeri Margus Tsahkna.

## Vieraskynä



Kirjoitus on vierailevan asiantuntijan näkemys.

Kuuntele juttu

### Tiivistelmä:

- Tallinna–Helsinki-tunnelin valmistelua kannattaa alkaa edistää, kirjoittaa Viron ulkoministeri Margus Tsahkna Vieraskynä-kirjoituksessa.
- Tunneli vahvistaisi alueen kauppaa, turvallisuutta ja kilpailukykyä yhdistämällä Pohjoismaat ja Baltian maat paremmin toisiinsa ja muuhun Eurooppaan.
- Merkittäviä ympäristö- tai geologisia esteitä hankkeelle ei ole tunnistettu, ja pohjatyötä on tehty jo vuosikymmenten ajan.
- Tsahkna pitää perusteltuna aloittaa Viron valtion erityissuunnitelman valmistelu kiinteää yhteyttä varten.

Sulje ^

Margus Tsahkna

9.8. 19:15

Tänä vuonna Viron toimiessa Pohjoismaiden ja Baltian maiden NB8-yhteistyön puheenjohtajana on aika kysyä, millaisella alueella haluamme elää vuonna 2042, jolloin NB8 täyttää 50

ARVAMUS • TELLIIALE

## SOOME VÄLISMINISTER } Soome ja Eesti peaksid astuma ühiselt järgmise sammu Helsingi–Tallinna tunneli suunas <sup>(12)</sup>



Elina Valtonen  
Soome välisminister

17. september 2026, 14:00

Kuula

...



Soome välisminister Elina Valtonen. FOTO: ZUMA PRESS / SCANPIX

# Mayor of Tallinn visits Helsinki, cooperation regarding potential tunnel intensifies

Peeter Raudsepp, Mayor of Tallinn, visited Helsinki on 26 August at the invitation of Helsinki Mayor Daniel Sazonov. Discussions during the visit centred on cooperation between the two cities, a potential tunnel connecting Helsinki and Tallinn, cooperation between the cities' ports and current urban planning issues.

27.8.2026 14:02 | Updated 28.8.2026 11:00



The meeting between Mayor of Tallinn Peeter Raudsepp and Helsinki Mayor Daniel Sazonov was held at Helsinki City Hall.  
Photo: Sakari Rõyskö

- The mayors' meeting agreed on the next steps towards moving the Helsinki–Tallinn tunnel project forward.
- Helsinki and Tallinn have set up a new inter-city preparatory group to continue detailed preparation of the project.
- The situational picture of the tunnel project will be updated during the autumn.

# Key project facts 1/2

## LENGTH

**≈100 km**

One of the world's longest rail tunnels

## TRAVEL TIME

**34 min**

Tallinn → Helsinki Central

## AIRPORT

**45 min**

Tallinn → Helsinki Airport

## TRAFFIC

**Passenger + freight**

Cars and lorries on shuttle trains

## NETWORK

**Direct link to Europe**

Via Rail Baltica and the European rail network

## 2018 COST ESTIMATE

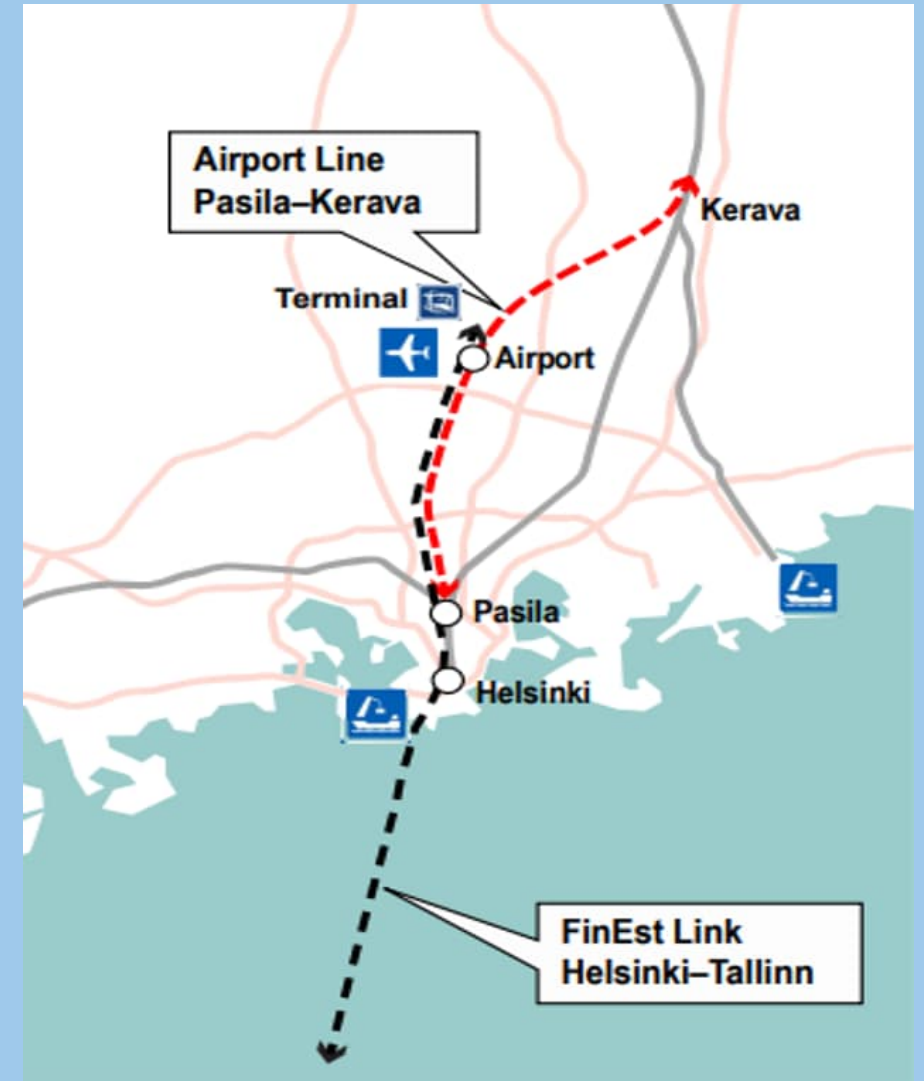
**€13–20 bn**

Tunnel, terminals, rail links and depots

## STATUS

**Technically feasible**

Next: planning and financing



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# Key project facts 2/2

Strategic value, evidence and impacts

## WHY IT MATTERS

### WIDER BENEFITS

**€4–7 bn**

Productivity, labour markets, investment and competitiveness

### EUROPEAN VALUE

**Beyond ticket revenue**

The strategic case comes from wider network effects

### CLIMATE

**Shift to electrified rail**

Lower long-term transport emissions

## WHAT MUST BE MANAGED

### EVIDENCE

**Update the estimates**

Costs, financing, geology and demand assumptions

### DELIVERY

**Plan for cost risk**

Megaproject funding and contracts must absorb uncertainty

### CONSTRUCTION

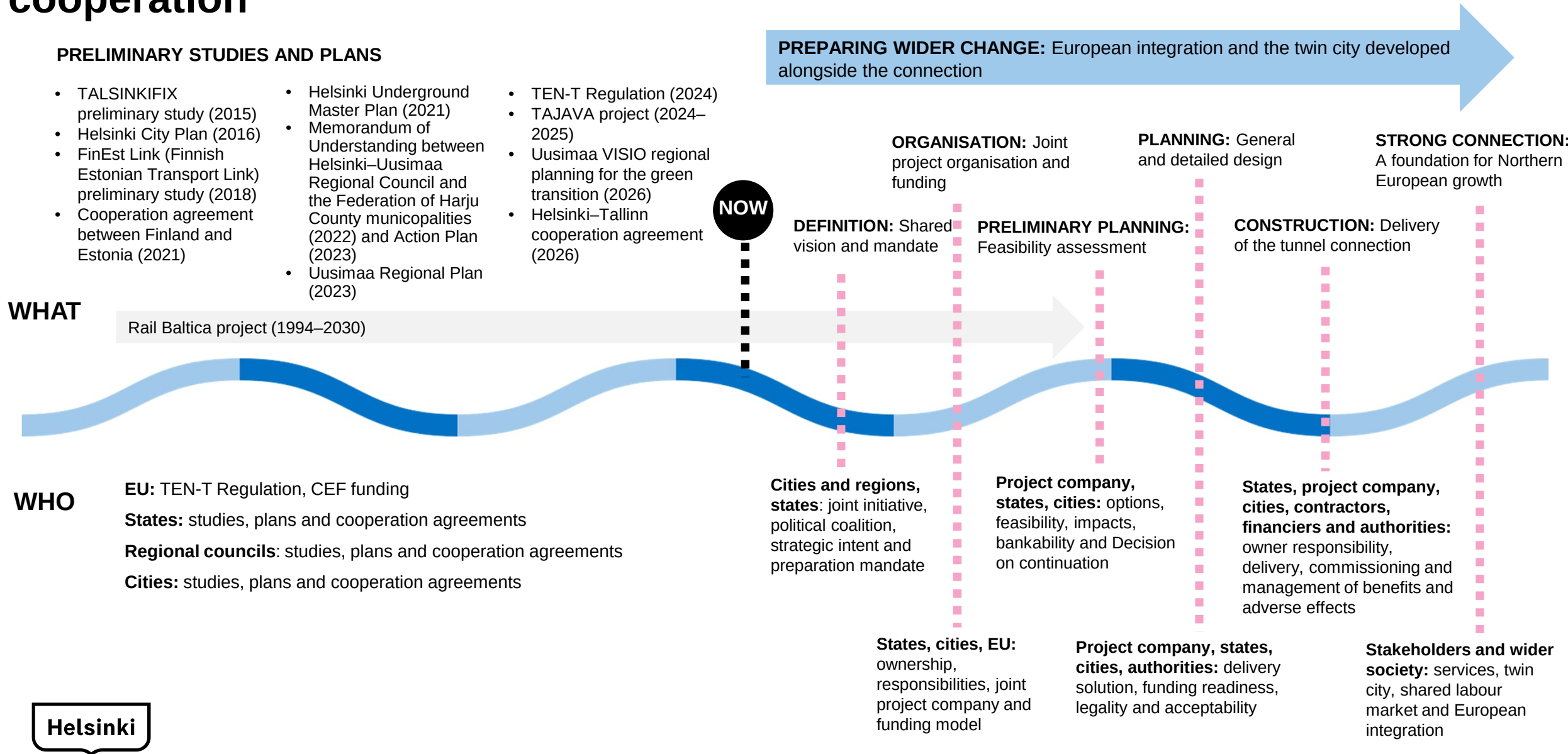
**Manage local impacts**

Excavation, materials, terminals and ecological corridors

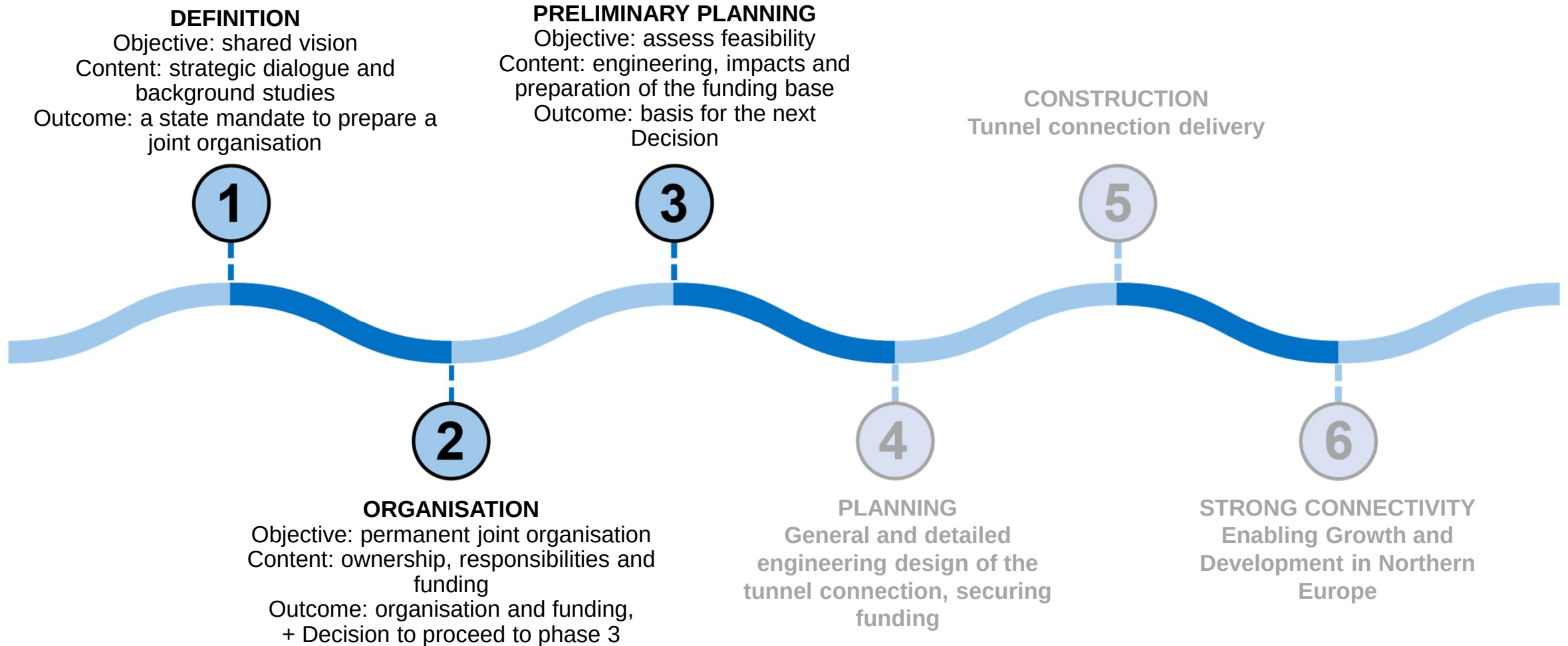
## LONG-TERM VALUE

**Stronger connectivity, resilience and sustainable growth**

# The groundwork is complete; progress ahead requires multi-level cooperation



# Strategic Connection from Central Europe to the Nordics: Preparatory Phases 1–3 Establish a Common Basis for Decision-Making



# Topics for further study and impact assessment

## DEFINITION PHASE (by 3–4/2027)

### 01 Background analysis for the project organisation

- Alternative organisational models and their suitability
- Political processes

### 02 Funding for preparation

- Funding opportunities at different phases
- For establishing the project company
- For project company operations
- For studies and planning

### 03 Geopolitical, security and security-of-supply perspectives

- Risks, dependencies and critical infrastructure across the different phases
- Security of supply and preparedness

## ORGANISATION PHASE

### 04 Benchmarking comparable projects

- Planned vs. realised development
- Decision-making and funding

### 05 Further studies on delivery funding

- Funding models
- Financing instruments
- Optimisation of the overall funding structure

### 06 Preparation for delivery

- Preparation and establishment of the project company and governance model
- Project process and Decision points
- Political processes

## IMPACTS OF THE HELSINKI–TALLINN CONNECTION AND ITS CONSTRUCTION

### 07 Long-term structural economic impacts

- Financial flows, productivity, investment and growth
- National and city levels

### 08 Socioeconomic, regional, demographic and cultural impacts

- Integration of transport modes and multimodal journey chains
- Accessibility, labour markets, and regional and demographic development
- Communities and cultural connections

### 09 Environmental impacts

- Climate, biodiversity, noise and other impacts
- Construction phase impacts
- EIA contents and timing

### 10 Potential of construction methods and technological development

- Constructability, technological solutions and skills requirements
- Domestic innovation and export potential

### 11 Other studies and impact assessments

- To be specified

# Key content, costs and required Decisions for Phases 1–3

| Phase                   | Timing                  | Cost estimate                                                      | Funding parties                                                                                                               | Key content                                                                        | Key Decisions                                                                                                     |
|-------------------------|-------------------------|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| 1. Definition           | Spring 2026–summer 2027 |                                                                    | Helsinki<br>Tallinn<br>Helsinki-Uusimaa Regional Council<br>Harju County                                                      | Civil-service preparation by cities and regional councils, using own resources     | Decision on a formal mandate and budget linkage<br><br>Decision on state commitment to joint preparation          |
| 2. Organisation         | Summer 2027–spring 2028 |                                                                    | State of Finland<br>State of Estonia<br>Helsinki<br>Tallinn<br>Potential other owners<br><br>Potential EU funding instruments | Civil-service preparation by states, cities and other parties, using own resources | Decision on the project organisation and its funding<br><br>Decision to proceed to the preliminary planning phase |
| 3. Preliminary planning | 2028–2033               | Operations of the project company<br>10–20 person-years,<br>5 M€/v | Owners of the project company<br>EU/CEF and EIB financing to be sought                                                        | Extensive stakeholder engagement and communications                                | Joint assessment of the Decision-making material                                                                  |
| 4. Planning             | 2033 onwards            | 8–10 % of construction costs                                       | Potential private financing                                                                                                   | Studies, analyses and technical planning                                           | Decision to launch general and detailed engineering design                                                        |

# In a nutshell

- **Groundwork in place:** planning reservations, preliminary studies and Finland–Estonia cooperation established.
- **European connection partly secured:** integrated into **TEN-T and Rail Baltica**, linking Finland towards Central Europe.
- **Next step:** establish a **shared vision, mandate, project organisation and funding model**.
- **Advance to formal planning:** update feasibility and impacts, then proceed to **general and detailed design**.
- **Deliver the fixed link:** move from planning to **construction and commissioning**.
- **Long-term goal:** strengthen **European integration, resilience and Northern European growth**.



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