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“Many companies operating on the global and European levels have their offices in the Baltic States. Rail Baltica will allow for more effective communication between the offices and distribution centers in the Baltic region and increase sustainable mobility. This will facilitate the development of businesses in Latvia, both in the centre of the country and in the regions.”

Natalja Sterhova, Latvian Transport Development and Education Association

“Once completed, the new Rail Baltica will play an important role in many aspects of regional and local activities for Mazovia. Rail Baltica can be the needed impulse to develop many new investments.”

Michal Hackiewicz, Mazovian Voivodship, Poland
The operation of the transport market and the new solutions recommended under the RBGC project

A Study report

New transport market solutions

The study in the Travel and Logistics Service Development and Demand theme investigates the private sector perspectives towards development of transport networks in the Eastern Baltic Sea Region. The primary objective is to shed light on the current and prospective interest in, potential of, expectations towards, and market behavior of private businesses in regard to Rail Baltica.

The study covers companies whose operations focus on passenger service, freight service, freight service recipients, and logistics centre operators and developers. The most important means of transport among the surveyed companies is road transport, but the results also show that rail transport is becoming more popular among logistics centre operators and developers and freight service recipients.

The companies that do not currently use rail transport exhibit moderate interest in expanding their portfolio by using rail, although it is noteworthy that Finnish companies distinguish themselves as more attracted to the idea than other national respondents. The interest in employing rail transport would grow along with reductions in prices and improvements in physical accessibility, meaning the construction of new lines, cargo handling terminals and side tracks.

The rail infrastructure improvement is expected to ensure lower shipping and seat costs and shorter travelling times. Significant importance is attached to enhanced reliability and greater connections to other means of transport. Thus, ensuring and coordinating these elements is vital to the overall success of the Rail Baltica. It will bring opportunities for growth to countries and regions within the corridor. It will stimulate the economy in the area of transport and logistics, but also in the production and service sectors.

Rail Baltica impact in Mazovia Region

The study presents the interests and needs of the City of Warsaw and the surrounding Mazovia Region towards Rail Baltica. In Poland, Warsaw and Mazovia are the places where benefits and challenges from Rail Baltica modernization will appear first.

The study identifies the future impacts of Rail Baltica in Mazovia. The aim is to anticipate the direction of changes and to forecast the most favorable localizations for new multimodal centers. Modernization of Rail Baltica could bring a real chance to change the very disadvantageous balance of cargo flows between Poland and the Baltic States, where 95% of freight is still transported by road. Increase of speed and logistics infrastructure accessibility together with standardized gauge along the whole corridor will contribute to shifting the cargo flows from roads to railways.

The cargo flows between Poland and the Baltic States are currently low and rather limited to raw materials and food but, on the other hand, its potential is expected to increase with the ongoing modernization of Rail Baltica. The share of railway transport should also grow due to the realization of EU transport policies like White Paper 2011, sulphur directives and environmental requirements.

From the Mazovian point of view, Rail Baltica has great potential as the source of the future economic growth. However, there are still multiple challenges to the realization of Rail Baltica as an economic growth corridor and questions concerning spatial planning, infrastructure development and environment. The RBGC project is a unique occasion to strengthen regional and European cohesion and competitiveness in the Eastern Baltic Sea Region in the most effective and sustainable way.

FULL REPORTS: RBGC.EU/MATERIALS/REPORTS_ARTICLES

RBGC LOGISTICS CHAIN

The RBGC logistics pilot will bring the first outcomes during the spring 2013. At this stage, the RBGC partnership works to define a chain of logistics centers that would be able to offer customers a common service concept throughout the Eastern Baltic Sea Region. The RBGC logistics chain will include around ten intermodal centers – one or two from each country along the Rail Baltica corridor.

Currently, different countries around the Baltic Sea use diverse criteria and service definitions in the field of logistics. This mismatch hinders customers finding the services they need. Disconnected composition of actors results in high prices and long delivery times. Other logistics challenges in the Baltic Sea Region addressed by the logistics pilot are the weak railway infrastructure and road transport domination on the North-South axis.

To solve the problem of logistics centers interoperability, the selection criteria for RBGC logistics chain have been chosen. The benchmark for harmonized quality standards has been set by the multimodal freight village Berlin South Grossbeeren promoted together with the city of Ludwigsfelde.

The information profiles of the businesses and industrial locations near Grossbeeren have been worked out and added to the Internet-based intermodal node information system INIS. Developed by IPG mbH, the INIS system helps cargo shippers to find operating companies for each operational transshipment point and provides additional information regarding side operators, public terminals for intermodal transport and logistics infrastructure (e.g. traction, transshipment equipment) in each location. INIS may be considered as a basis for the development of comparable information profiles for business and industrial areas with railway sidings and/or transshipment terminals in Poland, Lithuania, Latvia, Estonia, Russia and Finland. INIS is now available at the URL below.

Gleisanschluess-Brandenburg.de
RAIL BALTICA PUBLIC HIGHLIGHTS

Rail Baltica: Business Opportunity of a Lifetime

The conference entitled Rail Baltica: Business Opportunity of a Lifetime was organized by the American Chamber of Commerce in Finland on February 15th, 2013 in Helsinki. The event was shaped by two panel discussions focusing on the visions of Helsinki and Tallinn as twin cities and on the feasibility, status and business potential of Rail Baltica. The panelists highlighted the need for stimulating further economic growth on the project area and elaborated on the results of the financial negotiations at the European Council. The latter has recently approved two financing periods 2014-2020 and 2021-2027, and earmarked 10 billion euros for transport in the cohesion fund. RBGC Project Manager Malla Paajanen participated as a panelist in the conference.

Rail Baltica European Coordinator and Advisor visit Helsinki

Rail Baltica European Coordinator Pavel Telčka and Advisor to Rail Baltica at the European Commission James Pond visited Helsinki on January 28th, 2012 to exchange views with the local stakeholders on the progress of Rail Baltica. The EU guests paid visits to the Ministry of Transport, the Mayor’s Office of the City of Helsinki and Metsä Group, and met representatives from the Finnish Transport Agency and Office of Economic Development of the City of Helsinki. The meeting was hosted by the City of Helsinki as Lead Partner and Aalto University Small Business Center as Coordinator of the RBGC project.

READ MORE NEWS: RBGC.EU/NEWS

RBGC at TEN-T Days 2012 in Brussels

RBGC participated in the TEN-T Exhibition in Brussels November 29th-30th, 2012. The RBGC stand was visited by Vice-President Siim Kallas and a large number of other stakeholders interested in learning about the activities of RBGC. The RBGC stand was organized by the City of Helsinki, Aalto University, City of Kaunas, and the EU Office of Helsinki.

Rail Baltica — dream, politics or business?

The international conference Rail Baltica — Dream, politics or business?, organized by law firm alliance TRINITY on 30th November 2012, brought together the representatives of both private and public sectors of the Baltic States to discuss the viability of the Rail Baltica project. The event showed that Rail Baltica is still considered a political project in the Baltic States, and the local business community finds it rather difficult to find its place in the development scenario – although the existence of business potential is acknowledged. The relatively low actual demand for the transport in Rail Baltica corridor is to be enhanced by getting Finnish, Russian and Chinese cargo onto Baltic rails. The presentation by Project Manager Malla Paajanen can be found at www.rbgc.eu/materials.

H-T Transplan final conference

The outcomes of the H-T Transplan project were summed up in Helsinki, 22.11.2012. The project studies showed that Rail Baltica would further impact the tightening of logistic connections between Helsinki and Tallinn if supported on both national and EU levels.

UPCOMING EVENTS

Towards Corridor Platforms: Case Rail Baltic

The Final Conference of RBGC, Rail Baltic Corridor — Partnership for Growth, will take place on Friday, June 14th 2013 in Berlin.

The conference is an important milestone for the development of Rail Baltic as it presents the results of three years of transnational cooperation in RBGC and discusses ideas for further steps. Siim Kallas, Vice-President of the European Commission in charge of transport, will give the keynote speech on the TEN-T policies and corridor development. The conference will be followed by a joint train ride, the ‘Rail Baltic Express’, from Berlin to Kaunas, providing an extended discussion forum for experts and stakeholders.

www.rbgc.eu