DIRECT TRANSPORT CORRIDOR TO CENTRAL EUROPE

St. Petersburg  Helsinki  Tallinn  Riga  Kaunas  Warsaw  Berlin
**PROJECT OBJECTIVES**

» To bring together the national policies regarding the development of transport sector in Eastern Baltic Sea Region

» To create new service products for global freight flows

» To increase the interoperability of logistics centers in the project area

» To design the online travel planner connecting North-West Russia to Eastern Baltic Sea Region

**EXPECTED RESULTS**

» Development of transport and logistics networks of North-West Russia and Eastern Baltic Sea Region

» Improvement of the project region competitiveness on the European and Asian transport markets

» Sustainable economic growth of the Eastern Baltic Sea Region

**TARGET GROUPS**

» City and regional authorities

» Transport service providers

» Logistics centers and intermodal terminals

» Public transport authorities

» Universities and research centers

**PROJECT AREA**

» North-West Russia and Eastern Baltic Sea Region

**FUNDING**
Delegation of the European Union to Russia
2012–2013

**BUDGET**
625 000 €

**LEAD PARTNER**
Small Business Center
School of Economics
Aalto University
**Rail Baltica transport corridor is the shortest railway route from North-West Russia to Central Europe.**

**RBGC Russia** (Rail Baltica Growth Corridor Russia) is a part of the transnational project Rail Baltica Growth Corridor which aims to ensure the best possible interaction of the railways with other modes of transport in intermodal terminals along the Rail Baltica transport corridor and brings together 21 partner organizations from Finland, Estonia, Latvia, Lithuania, Poland and Germany.

RBGC Russia seeks to involve North-West Russia in the political dialogue about Rail Baltica and is supported by the Delegation of the European Union to Russia for the period 2012–2013.

The main objective of the project is to develop the transport and logistics infrastructure and increase the competitiveness of the Eastern Baltic Sea Region on the transport markets in Europe and Asia.

An important principle of the project implementation is sustainable interaction between business and regional authorities.

The concept of Rail Baltica implies a modernization of the existing 1520 mm rail network and a construction of a new 1435 mm high-speed railway from Tallinn to Warsaw.

Combining railway connections with other modes of transport, Rail Baltica Growth Corridor will bring closer together the major centers of economic growth in the Baltic Sea Region: Saint-Petersburg, Helsinki, Tallinn, Riga, Kaunas, Warsaw and Berlin.
Multimodal logistics center in Vuosaari harbour, Helsinki, Finland

Photography by Curt Richter for Aalto University ©
The synergy of Rail Baltica route, Via Baltica highway and a wide selection of modern ports will make Eastern Baltic Sea Region and North-West Russia even a more competitive and efficient zone on the Eurasian transport market.

Russia and, in particular, its North-West region is one of the most important strategic partners for the EU to manage export-import cargo flows.

Handling nearly a half of the country's foreign trade turnover, North-West Russia works as a bridge for transcontinental transit cargo running between Asia, Russia and EU.

Geographical location and economic potential of North-West Russia, its port facilities and land transportation system create favorable conditions for sustainable economic growth of the territory. For instance, only in 2011 the foreign trade volume of North-West Russia increased by 41%.

Today, the seaports play a key role in the processing of freights in North-West Russia. Further increasing of the ports' capacity and unequal distribution of freights by mode of transport can lead to undesirable dependence on sea transport.

The concept of the Rail Baltica transport corridor implies the modernization of the railways in Eastern Baltic Sea Region with an extension to the transport market of North-West Russia and is expected to fully realize the economic potential of the region by increasing its logistics capacity.

The Rail Baltica railway route offers various options for solving problems associated with the change of gauge and reloading cargoes moving from Russia to Europe. High-speed rail link between Central Europe and North-West Russia will increase the volume of transit traffic passing through St. Petersburg and Leningrad region, stimulating constant growth of passenger and cargo traffic.

<table>
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<tr>
<th>EUROPEAN UNION’S TRADE BALANCE WITH RUSSIA, MLN EUROS</th>
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<tbody>
<tr>
<td>Imports from Russia</td>
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<tr>
<td>0</td>
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<td>Source: EUROSTAT</td>
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Container shipment on the 1520 mm gauge track

Photography by Curt Richter for Aalto University ©
"RBGC Russia will not only create the conditions for improving the transport infrastructure of the partnership countries and increase the interoperability of logistics companies, but also boost the innovative development of all segments of the transport and logistics industry in Eastern Baltic Sea Region”

A. Lvov
Deputy Chairman
Committee on transport and transit policy
St. Petersburg Government

The partners of the Rail Baltica Growth Corridor Russia project provide the stakeholders analysis in the private and public sectors of the North-West Russia transport industry and implement several pilot activities.

The connectivity pilot works on the development of the virtual travel planner for North-West Russia. The regional travel planner is supposed to be integrated to the Trans-European Internet-based travel information network EU-Spirit so that it will cover multimodal (road, rail, sea and air) timetable information and allow seeking for the best routes and exact travel times. This would significantly enhance the accessibility of information about the North-West Russia transport system.

FROM ST. PETERSBURG TO BERLIN BY TRAIN: TRAVELLING TIME

Current connections
- St. Petersburg – Helsinki 3 h 30 min
- Helsinki – Tallinn 1 h 30 min*
- Tallinn – Warsaw 54 h**
- Warsaw – Berlin 6 h

Rail Baltica
- St. Petersburg – Helsinki 3 h 30 min
- Helsinki – Tallinn 1 h 30 min*
- Tallinn – Warsaw 6 h 50 min
- Warsaw – Berlin 6 h

* Including transfer time
** Ferry connection

The logistics pilot concentrates on improving the operational and functional interoperability of logistics centers, modeling new packages of logistics services and providing access to major intermodal terminals in EU.

A number of round tables and international forums held in the framework of the project will promote a development of a common strategy for economic growth in North-West Russia and the EU states of Eastern Baltic Sea Region and bring together the parties' interests towards the concept of Rail Baltica transport corridor.
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