SPECIFIC OBJECTIVES

» To identify the relevant national and transnational public and private actors in the transport sector within the Rail Baltica area
» To bring together the national policies regarding the development of the transport sector in the project region
» To improve the accessibility of the Eastern Baltic Sea Region
» To promote multimodal connections and sustainable passenger and freight traffic along the Rail Baltica transport corridor

EXPECTED RESULTS

» Development of transport and logistics networks in the Eastern Baltic Sea Region
» Improvement in the project region’s competitiveness on the global transport markets
» Sustainable economic growth of the project region

TARGET GROUPS

» Trade and industry
» Passengers
» City and regional authorities
» Transport service providers
» Logistics centers and intermodal terminals
» Public transport authorities
» Universities and research centers

PROJECT AREA

» The Eastern Baltic Sea Region
The only railway connection from the Baltic States to Central Europe, Rail Baltica is a crucial gateway for global passenger and trade flows between Europe, Russia and Asia.

The Rail Baltica Growth Corridor (RBGC) is part of a Flagship Project within the EU Strategy for the Baltic Sea Region (EUSBSR). The RBGC aims to promote modern railway infrastructure in the Eastern Baltic Sea Region and ensure the best possible interaction of railways with other modes of transport along the Rail Baltica route.

The set of Project Activities addresses the problems of interoperability and the disconnected composition of the transport sector actors in the Eastern Baltic Sea Region. The RBGC work plan consists of two pilot activities based on stakeholder research in the project region and a policy dialogue between high-level decision makers in the fields of transport and regional development.

The Connectivity Pilot improves the accessibility of the Baltic Sea Region by introducing an integrated door-to-door travel planner for long-distance and local public transport in the project region.

The Logistics Pilot harmonizes the services of the logistics centres in Baltic States and strives to create new service products for global freight flows.

The synergy of the project activities is reached through the Policy Dialogue resulting in the Rail Baltica Growth Strategy that contributes to the economic growth of the Eastern Baltic Sea Region.
The RBGC is built on the cooperation of cities, metropolitan regions and regional authorities. By increasing the cohesion of the Eastern Baltic Sea Region the new Rail Baltica improves the cities’ and regions’ access to European markets, strengthens their opportunities for joint business perspectives and gives them the chance to develop complementary functions in economy, research and tourism.
Economic development in the Eastern Baltic Sea Region has largely been driven by the city regions. In the future, city regions are expected to become even stronger hubs of economic growth.

ACCESSIBILITY OF THE CITY REGIONS

In RBGC studies on accessibility of the city regions, most interviewed city and regional authorities stated that Rail Baltica is an important transport corridor even if it does not pass their city or region directly. Rail Baltica can provide a place on the map and act as marketing tool for cities, regions and countries within the catchment area.

Another aspect is that Rail Baltica as a fast, flexible and frequent rail service can significantly increase the market share of public transportation in the region. Cities and regions are putting strong emphasis on tourism development and on the high-tech sector in their economic and business policies. This means that good international connectivity plays an important role for them.

CONNECTION TO THE RAIL BALTICA LINE

The Rail Baltica corridor cities have to solve many land questions and make detailed spatial plans in connection with the Rail Baltica line. For the cities as hubs, the key improvements include new multimodal travel centres for passengers and multimodal logistics centres. The cities are already taking initiatives and making concrete improvement plans. For instance, Helsinki and Tallinn both have several projects under planning to improve access to ports and railway stations. In Łódź a new multimodal travel centre that includes a new central railway station is already under construction.

CONNECTIVITY PILOT

The on-going RBGC Connectivity Pilot aims to improve the internal and external accessibility of the cities and regions in the Eastern Baltic Sea Region by introducing the Rail Baltica Travel Information Network. The Pilot creates an integrated door-to-door travel planner for the Rail Baltica corridor connecting the Eastern Baltic Sea Region to the wider European area.

Information about available connections is one of the most important criteria for passengers when choosing public transport. The Pilot uses the existing EU-Spirit online travel information service that shares open data between a number of national, regional and local transport operators. The service will provide the local route planners with multimodal timetable information about commuter transport, regional and long-distance trains combined with ferry and flight information in a transnational online system.
The RBGC project aims at fostering the competitiveness of the Baltic Sea Region by improving the accessibility of its Eastern part. RBGC builds a multimodal transport network that connects all major forms of transport — rail, road, sea, air — in an economically sustainable and environmentally friendly way.
Transportation in the Baltic Sea Region will continue to grow. At the same time international conventions on climate change require a shift towards environmentally friendly transport. A fast railway connection plays a substantial role in making transport solutions for unitized cargo more sustainable.

**TOWARDS SUSTAINABLE TRANSPORT**

The conditions of the global economy are dramatically changing and calling for green solutions in passenger and freight transport. Greenhouse gas emissions have to be radically reduced, and oil-based fuels need to be replaced by fuels generated from renewable sources. Western Europe is moving towards more sustainable transport, but in the Eastern Baltic Sea Region, road transport still prevails and greenhouse gas emissions are growing. Rail Baltica is one of the key solutions to turn the trend towards sustainable transport.

**ECONOMIC POTENTIAL**

The strong political support for Rail Baltica from the European Union and national leaders is leading the way from a vision towards reality. The recent Rail Baltica feasibility study by AECOM Ltd, commissioned by EU/TEN-T and the Baltic States, showed the economic potential of the new European standard gauge railway line. Since then the Baltic States have formed a task force in order to establish a joint venture to advance the project.

**CORE NETWORK CORRIDORS**

Rail Baltica is a part of the Baltic—Adriatic Corridor (Core Network Corridor 1 suggested by TEN-T) which links countries of the Eastern Baltic Sea Region with Western and Southern Europe from Helsinki (FI) to Ravenna (IT). Among the ten European Core Network Corridors, Rail Baltica is the only section that still substantially lacks European standard railway infrastructure and efficient coordination between national railway operators.

**LOGISTICS PILOT**

The Rail Baltica Growth Corridor contributes to the problems of interoperability and disconnected composition of the transport sector. The Logistics Pilot of RBGC focuses on improving the interoperability of logistics centres along Rail Baltica to better serve freight transport operators. The activity first analyses the current logistics services and then works towards a more standardized service that increases the region’s competitiveness on European, Asian and other transport markets.

The improved interoperability of logistics centres and intermodal terminals creates a potential for designing new service products for unitized cargo within the Rail Baltica Growth Corridor.
Rail Baltica Growth Corridor is a cohesion project that will also change geography. The substantial shortening of transportation time to Central Europe will increase the competitiveness of logistics services in Eastern Baltic Sea countries.
Growth corridors and especially fast passenger and freight transport connections have been proven to accelerate economic growth: more jobs, labour mobility, more business activities, tourism, and innovation.

CONNECTING BERLIN TO ST. PETERSBURG

Rail Baltica is the core part of a pan-European corridor to connect cities from Berlin to St. Petersburg, the two largest metropolises in the Baltic Sea Region. This 1000 km long link crossing four state borders forms the Northern section of TEN-T Corridor no 1 ‘Baltic-Adriatic’.

Rail Baltica Growth Corridor as a multimodal corridor comprises of the Helsinki-Tallinn ferry connection, the Via Baltica highway, the Rail Baltica railway and the north-south short sea shipping lines between ports of the Gulf of Finland and Polish and German ports. In addition, Rail Baltica Growth Corridor continues to the north via the Bothnian Corridor connecting Central Europe to the Northern Scandinavian mining region and the Arctic Sea. The Baltic Sea Region is well-connected by air transport with direct routes to Asia and other global growth regions. Rail Baltica will feed the airports in the Eastern Baltic Sea Region and widen their catchment areas.

EFFICIENT CORRIDORS CREATE WEALTH

Wealthy cities need to be interconnected; their competitiveness is based on accessibility, mobility and exchange with other cities. Multimodality allows cities to be better interconnected and also increases their global connectivity. Rail Baltica completes the multimodal (rail, road, sea and air) corridor between Berlin and St. Petersburg. The main nodes along the corridor — Poznań, Łódź, Warsaw, Białystok, Kaunas/Vilnius, Riga, Tallinn and Helsinki — have a critical role of providing effective logistic services and last mile connections to smaller cities and regions.

RAIL BALTICA GROWTH STRATEGY

RBGC project partner cities and regions have consolidated forces to promote and support efforts of states and the European Commission in developing Rail Baltica. The cities and regions in the Rail Baltica Growth Strategy — with support from international transport research and development institutions — shall elaborate joint objectives and actions to fulfil their role as nodes and facilitators of multimodality.
RBGC brings together over 20 partners and a number of associated organizations from Finland, Estonia, Latvia, Lithuania, Poland, Germany and Russia. Its sister project RBGC Russia enables the full involvement of North-West Russia in the action.
PROJECT PARTNERS

CITY MUNICIPALITIES
- City of Helsinki, Finland
- City of Vantaa, Finland
- City of Tallinn, Estonia
- City of Kaunas, Lithuania
- City of Warsaw, Poland
- City of Łódź, Poland
- City of Poznań, Poland
- City of Białystok, Poland
- Senate Department for Urban Development Berlin, Germany
- Municipality of Ludwigsfelde, Germany

REGIONAL AUTHORITIES
- Uusimaa Regional Council, Finland
- Regional Council of Häme, Finland
- Harju County Government, Estonia
- Self-government of the Mazovian Voivodship, Poland
- Marshal’s Office of the Łódź Voivodship, Poland

UNIVERSITIES
- Aalto University School of Economics, Small Business Center, Finland
- Lappeenranta University of Technology Kouvola Unit, Finland
- Latvian Transport Development and Education Association, LaTDEA, Latvia

TRANSPORT AUTHORITIES
- Public Transport Authority Berlin-Brandenburg VBB, Germany
- City of Helsinki, Finland
- Competence Centre of Intermodal Transport and Logistics, CCITL, Vilnius Gediminas Technical University, Lithuania

ASSOCIATED ORGANIZATIONS

MINISTRIES OF TRANSPORT
- Ministry of Transport and Communications, Finland
- Ministry of Economic Affairs and Communication of Estonia
- Ministry of Transport of the Republic of Latvia
- Ministry of Transport and Communications of the Republic of Lithuania
- Ministry of Infrastructure and Agriculture Brandenburg, Germany

NATIONAL RAILWAYS
- VR-Group Ltd, Finland
- Estonian Railways
- Lithuanian Railways
- PKP Polish Railway Lines JSC
- PKP CARGO S.A., Poland

CITIES AND REGIONS
- City of St. Petersburg, Russia
- Kaunas District Municipality, Lithuania
- Municipality of Grossbeeren

UNIVERSITIES
- Kaunas University of Technology, Lithuania
- Petersburg State Transport University, Russia
- St. Petersburg State University, Faculty of Economics, Russia

TRANSPORT PROJECTS
- TransBaltic
- Bothnian Green Logistics Corridor
- East West Transport Corridor II

OTHER ORGANIZATIONS
- LIMOWA ry, Finland
- Finnish Transport Agency
- The Management Company of Kaunas FEZ, Lithuania
- Association for Warsaw Transport Integration (SISKOM), Poland
- Forum Kolejowe Railway Business Forum, Poland
- Polish Tourist Organization
- Allianz pro Schiene (Pro-Rail Alliance), Germany
- North-Western Russian Logistics Development and Information Centre ILOT, Russia
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