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RAIL BALTICA GROWTH CORRIDOR

Rail Baltica Growth Corridor – Promoting Competitiveness and Accessibility

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NOSTRA Forum in Helsinki, October 1st, 2013

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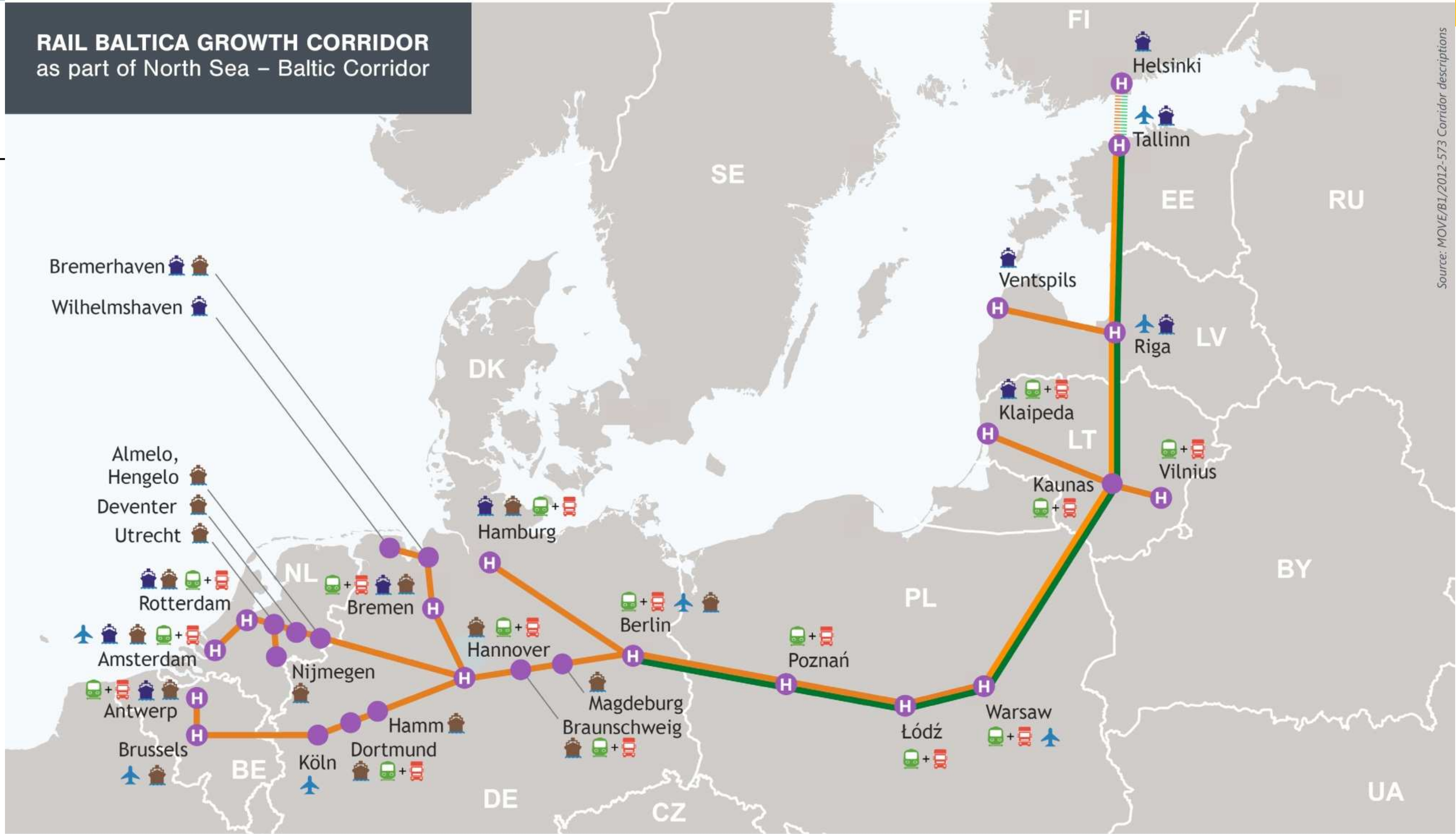
RAIL BALTICA GROWTH CORRIDOR
as part of North Sea – Baltic Corridor



Source: MOVE/B1/2012-573 Corridor descriptions

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LEGEND

- Rail Baltica Growth Corridor
- North Sea – Baltic Corridor
- Ferry connection
- Urban nodes, including their ports and airports
- Other corridor nodes
- Rail–road terminals in the core network
- Airports to be connected to TEN–T rail and road by 2050
- Maritime ports to be connected to TEN–T rail and road by 2030
- Inland core network ports


To Helsinki
To St. Petersburg
Tallinn
1.79 hrs
0.81 hrs
Tartu
Parnu
1.17 hrs
Valmiera
1.08 hrs
1.09 hrs
To Ventspils
Riga
0.50 hrs
To Daugavpils/Moscow
Jelgava
0.88 hrs
0.83 hrs
To Klaipeda
Panevezys
Sauliai
.49 hrs
Core TEN-T Rail Baltica (1435mm)
Regional Rail Baltica (1520mm)
1.29 hrs
Kaunas
To Vilnius
To Warsaw

RBGC Growth Strategy

1. Promotion of infrastructure development

2. Creation of multimodal hubs

3. Facilitation of multi-level cooperation

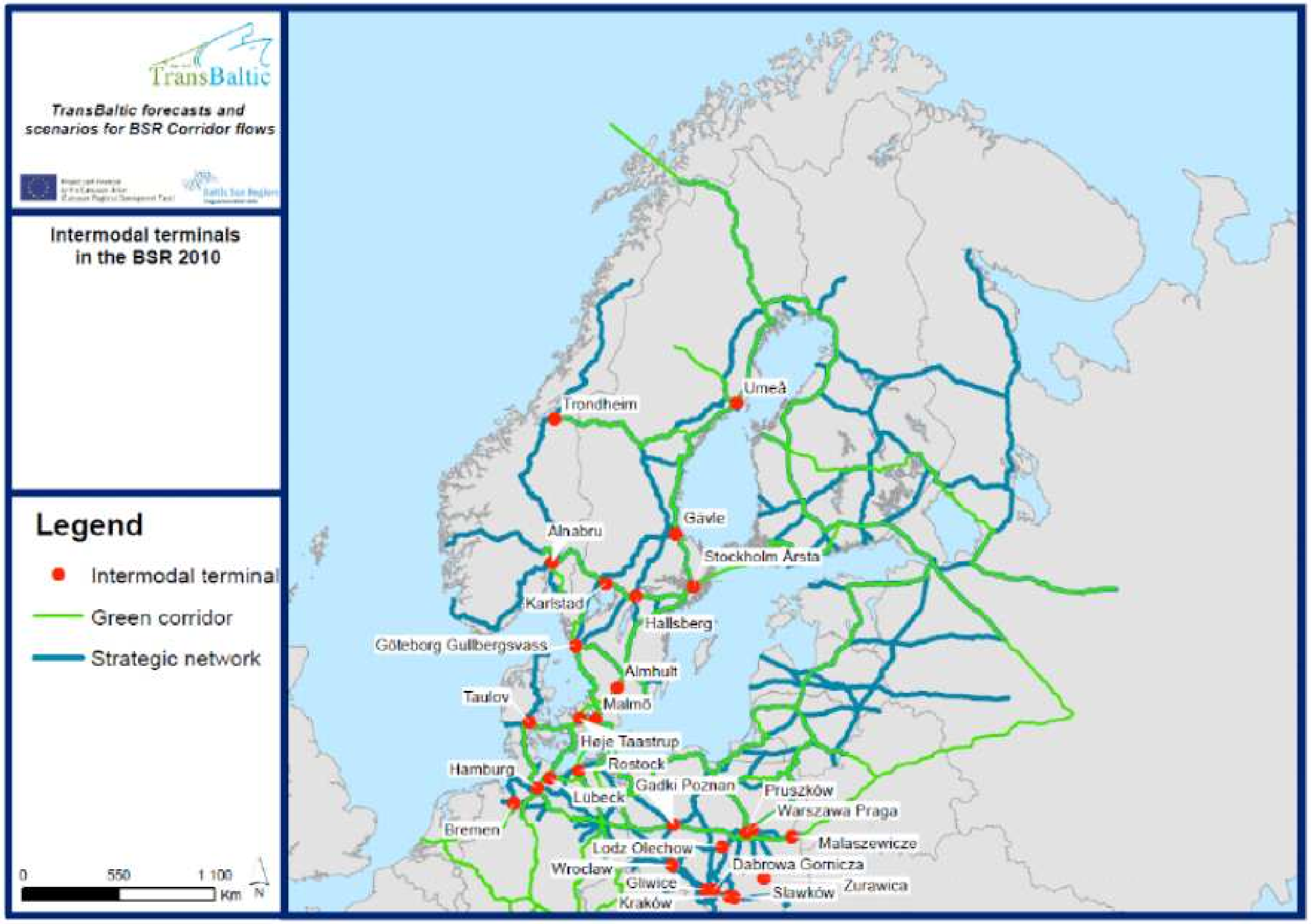

Figure 6.1 Land-based terminals over 40 000 TEU per year 2010

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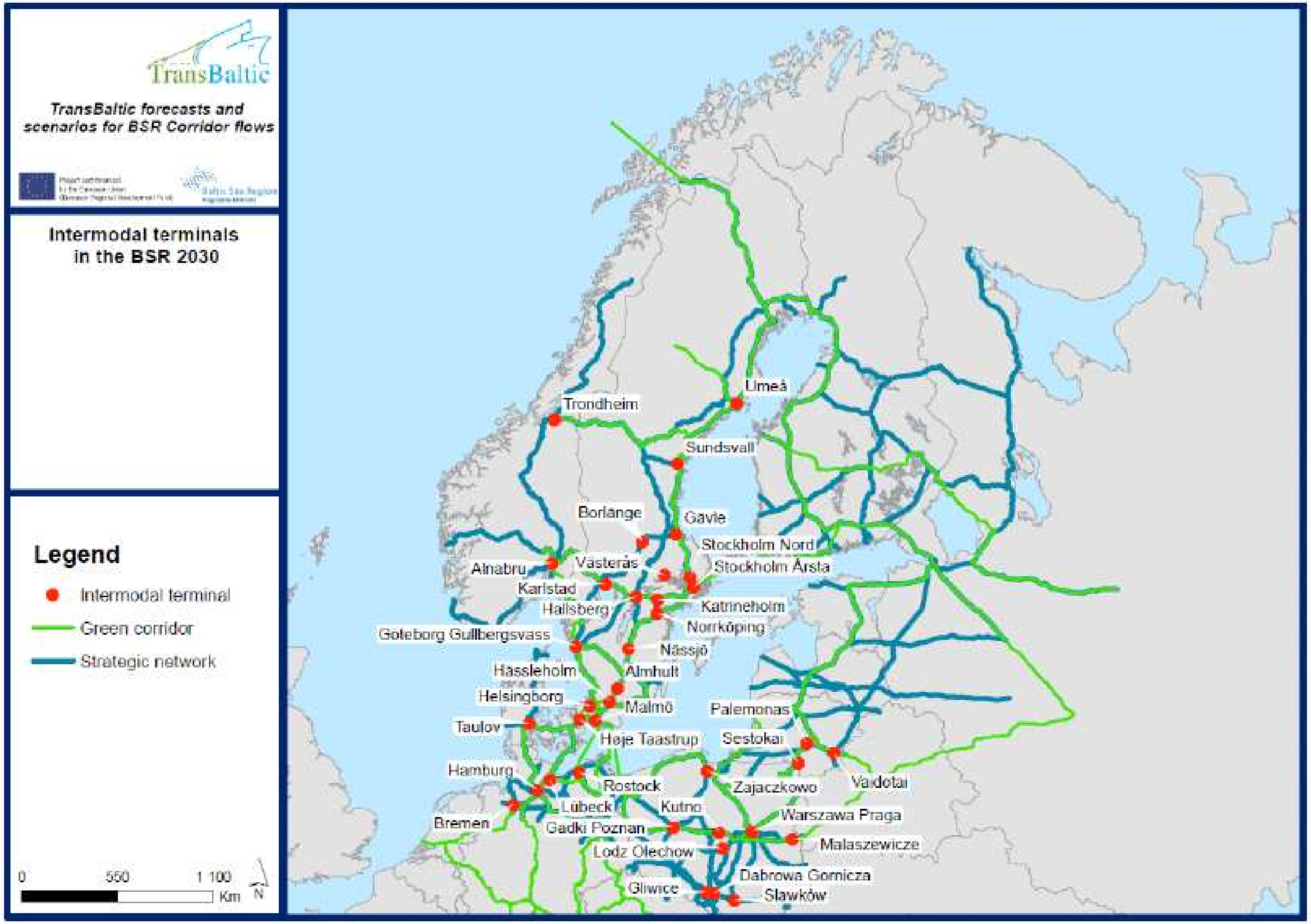

Figure 6.2 Land-based terminals over 40 000 TEU per year 2030

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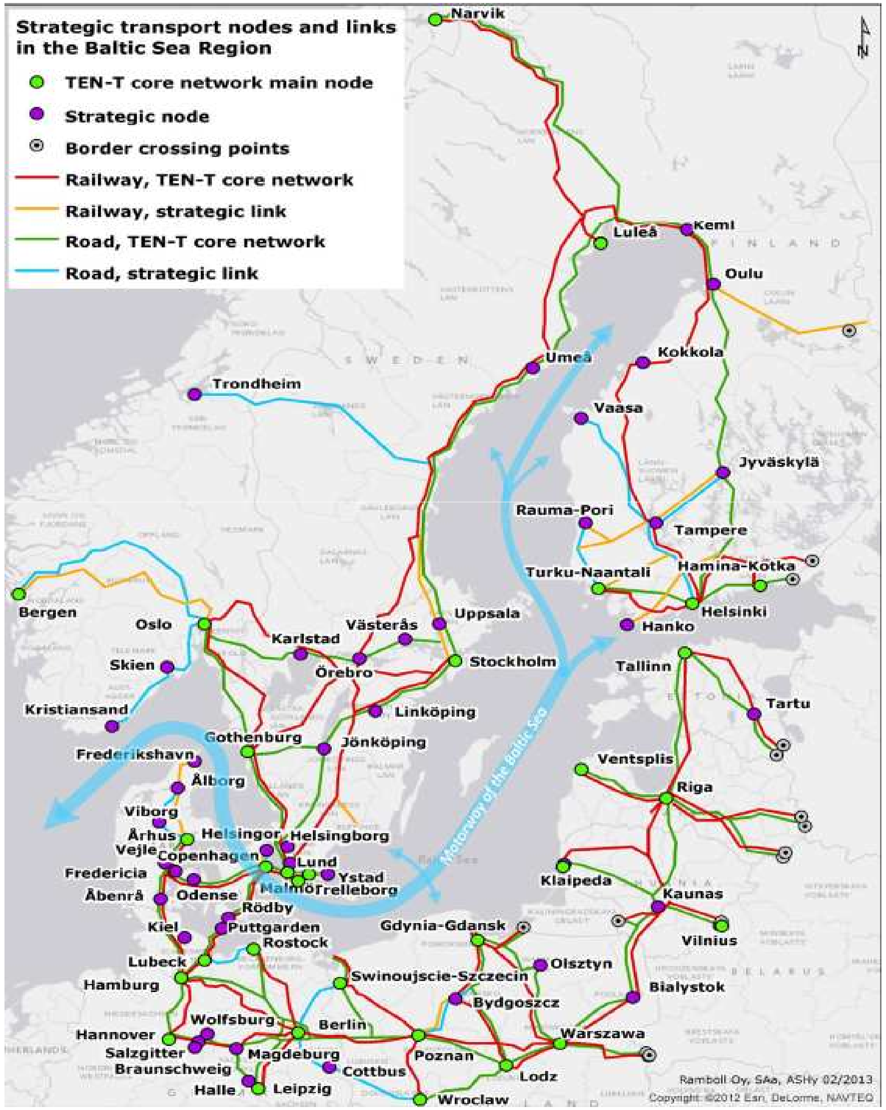

RBGC Growth Strategy

1. Promotion of infrastructure development

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RBGC Growth Strategy

Local & Metropolitan

►►Long distance vs. short distance transports

►► Urban patterns and transport infrastructures

Regional & inter-regional

►► Corridor development vs. existing urban centres

►► Interconnectivity and interoperability of networks, transport modes and logistic centres

National & EU levels

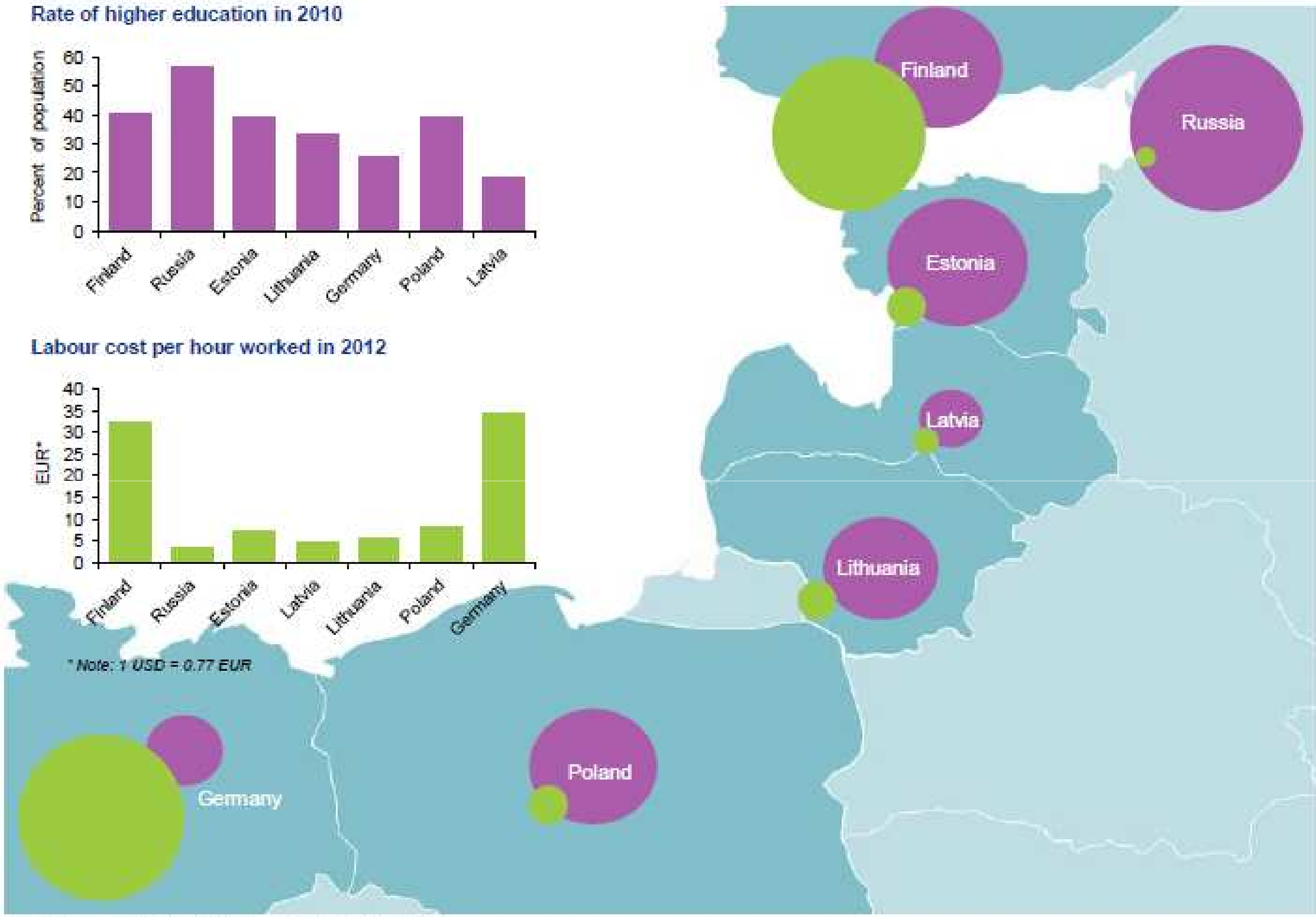
►► Differences in regulation and policy practices

Rail Baltica Corridor and Regional Growth Zones

- Warsaw-Lodz-Poznan-Berlin
- Kaunas-Bialystok-Warsaw
- Baltic Capitals
- Gulf of Finland Triangle
- Helsinki-Tampere Growth Zone

Skilled workforce a competitive advantage

Lithuania and Poland both have a well educated workforce illustrated by, for example, both Kaunas and Bialystok having universities. The low cost of labour in the two countries is a source of economic competitiveness, acknowledging that Russia is in a more advantageous position still in this respect



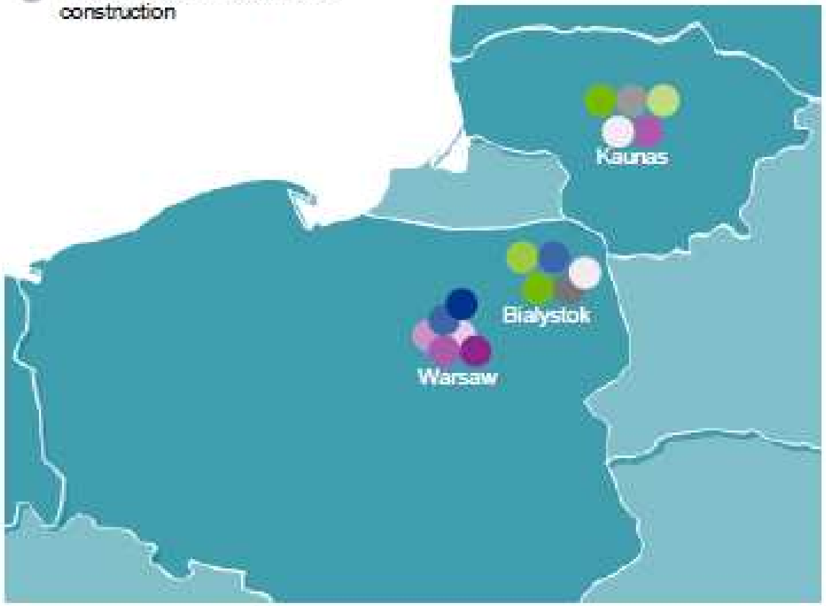
Source: Economist Intelligence Unit, Trading Economics, OECD

Potential of cross-border cluster development – and new transport demand

Main industry sectors

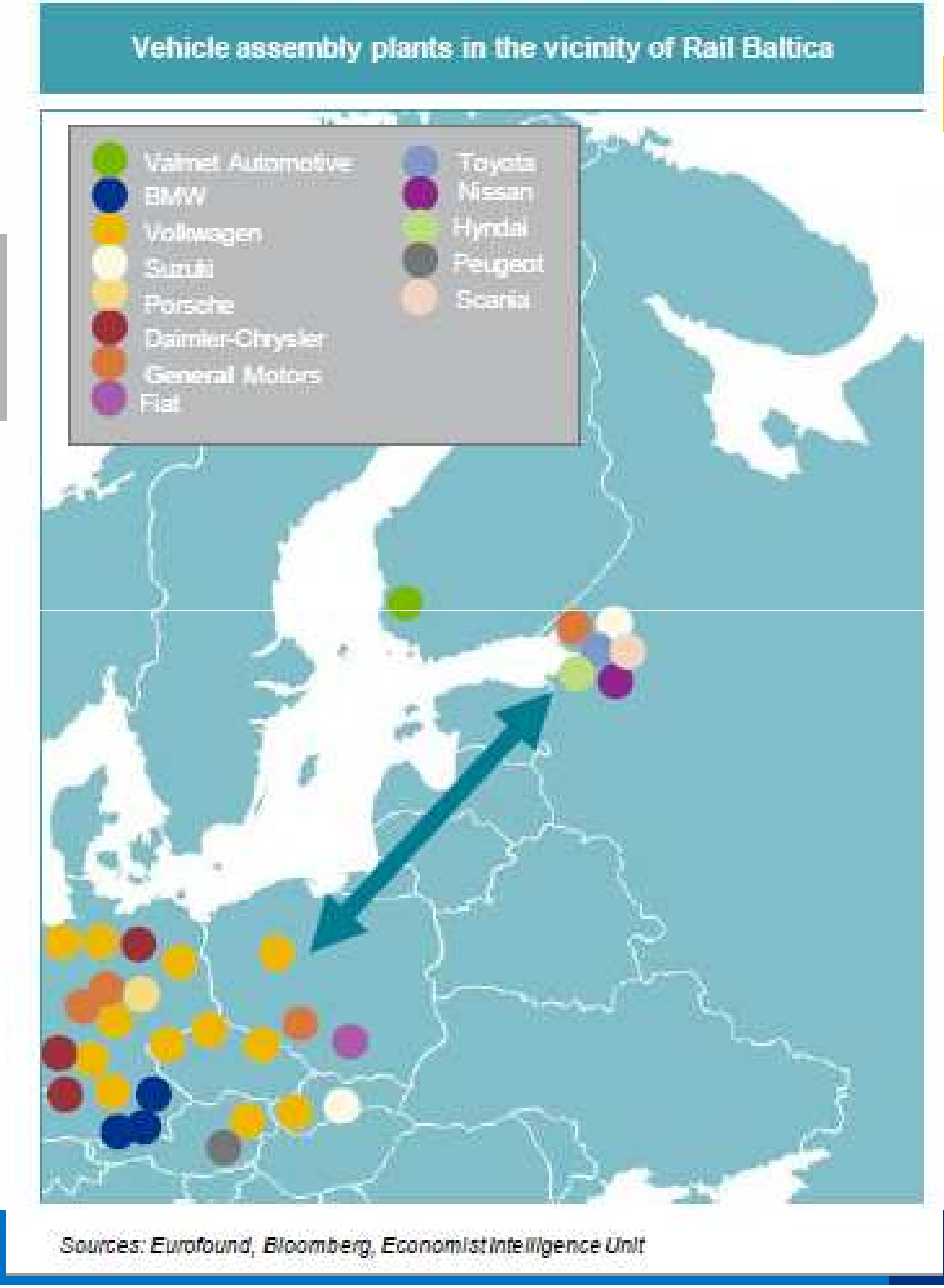
Industry and construction
- Food processing
- Liquer and spirits production
- Agriculture machinery
- High-tech industry
- Electronics industry
- Construction and building materialis industry
- Transportation infrastructure construction

Services
- Financial services
- Wholesale and retail
- B2B services
- e-commerce
- IT



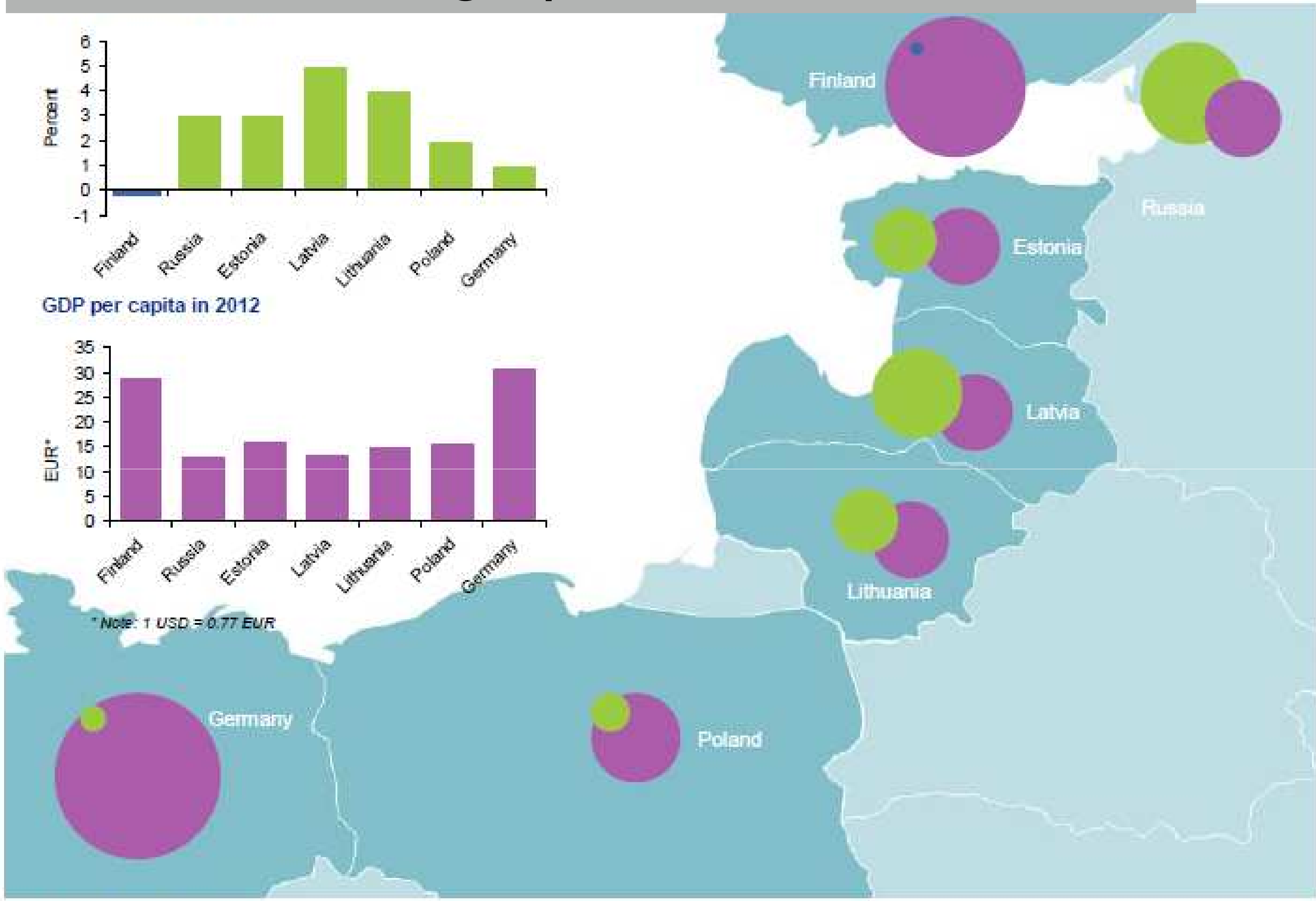
Sources: Statistics of Kaunas; Investment in Poland - KPMG; Expert interview

Potential in automotive industry



Expanding Russian market and Baltic States catching up

The Baltic States are in the process of catching up their economic performance with growth outstripping that of Finland and Germany



Source: Economist Intelligence Unit

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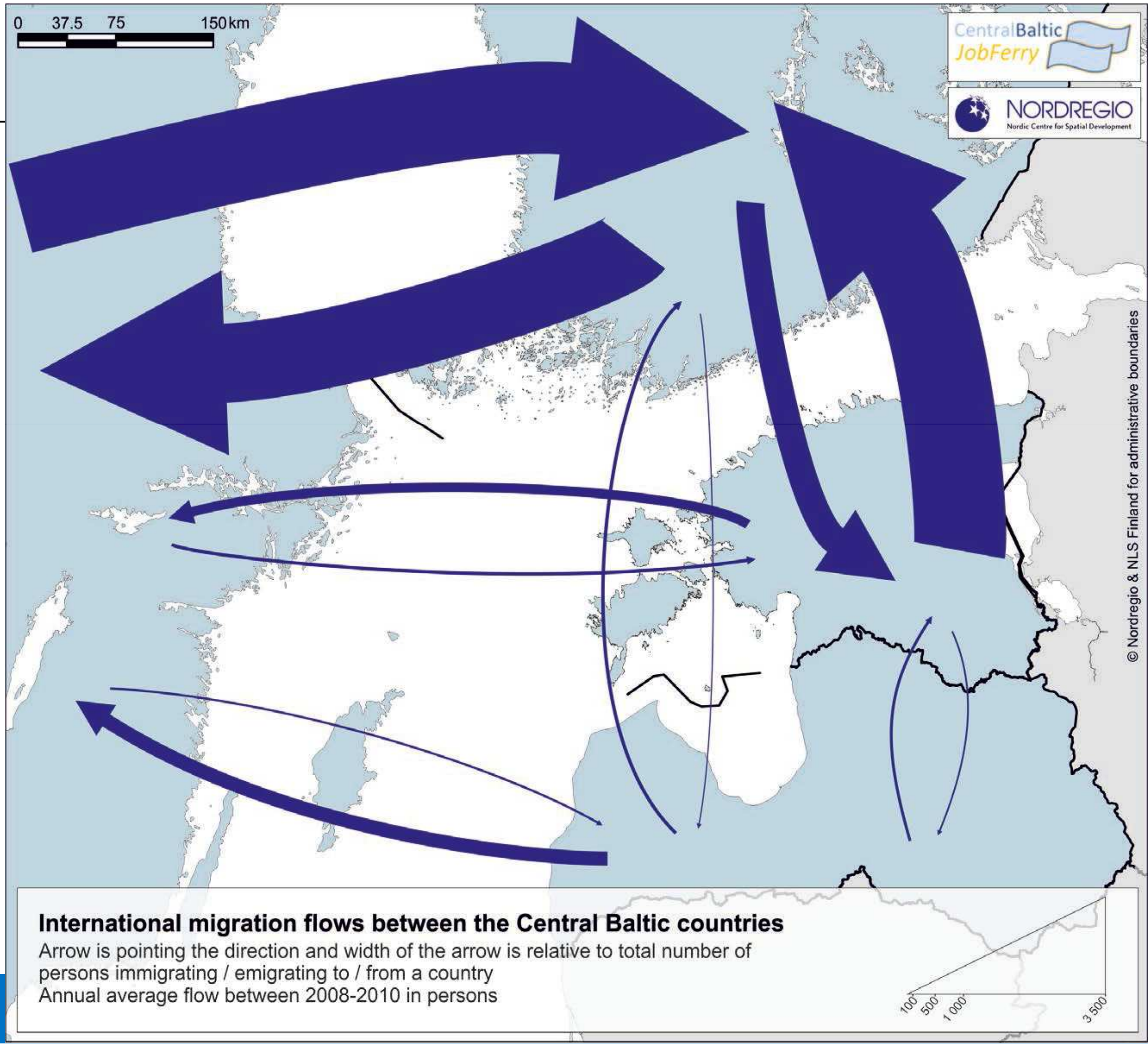

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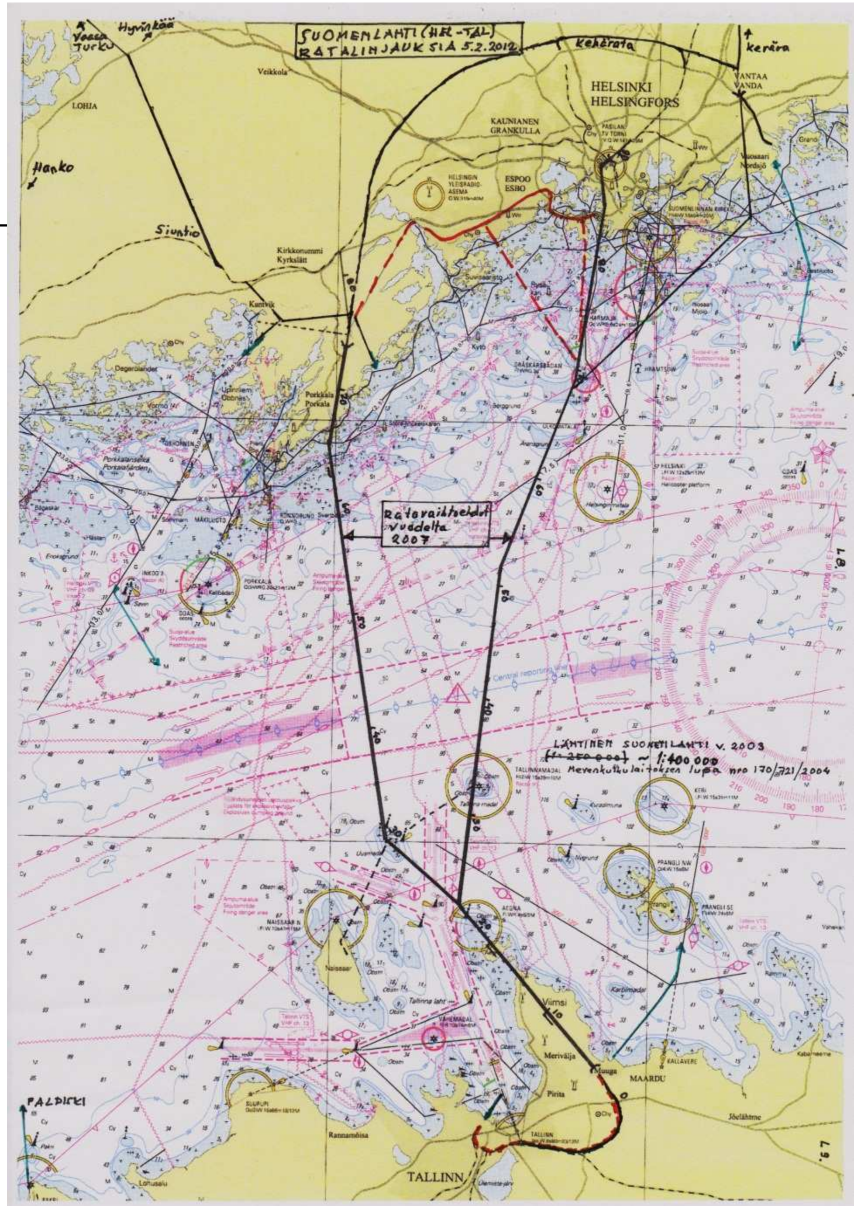
Thank You!



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