



City of Helsinki



Rail Baltica Growth Corridor – Promoting Competitiveness and Accessibility

Olli Keinänen

RBGC Lead partner representative
City of Helsinki, International Relations

VASAB Stakeholder Meeting, Helsinki, December 12th, 2013



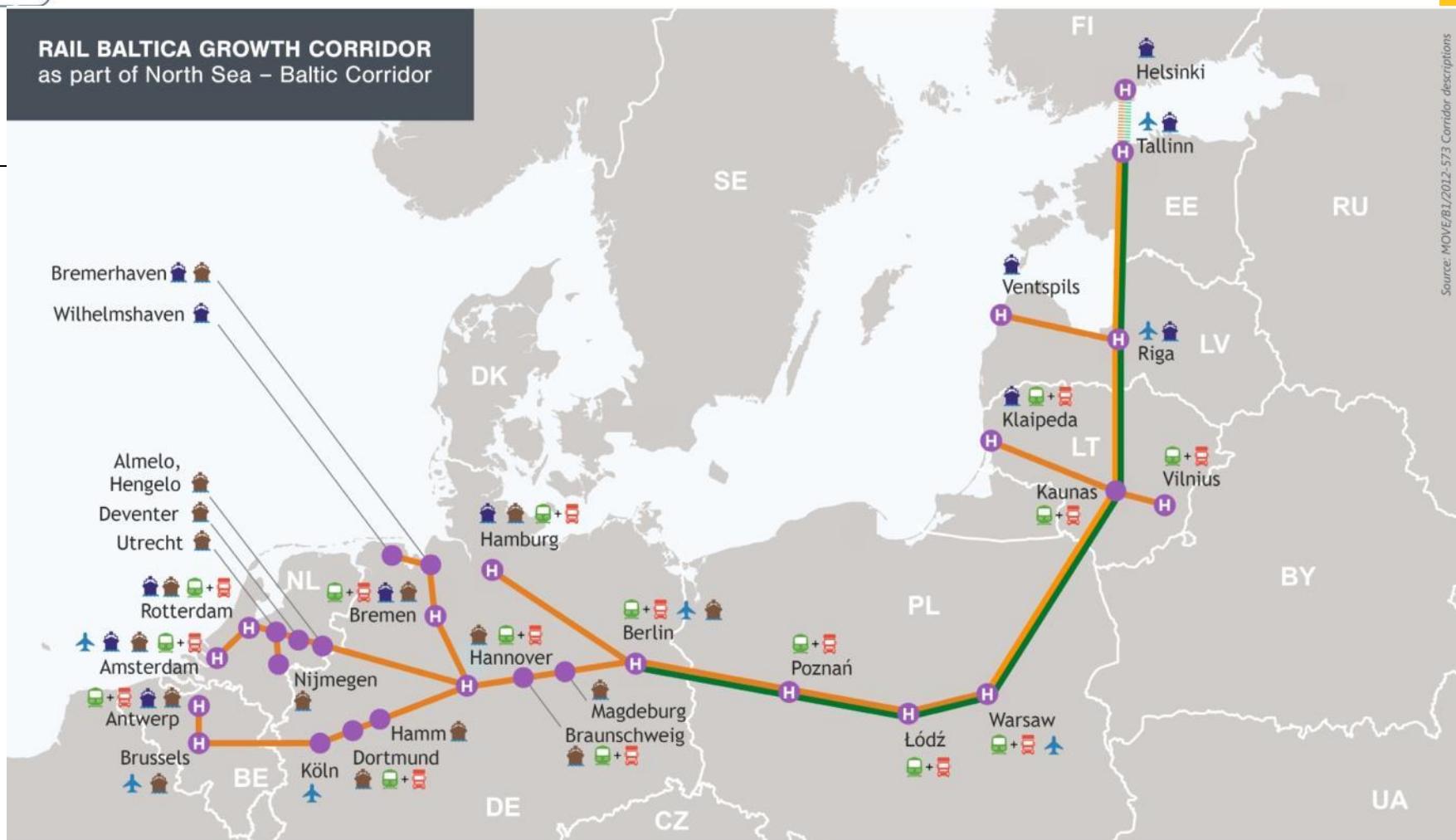
City of Helsinki





City of Helsinki

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



RBGC
RAIL BALTICA GROWTH CORRIDOR

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



City of Helsinki

RBC
RAIL BALTICA GROWTH CORRIDOR



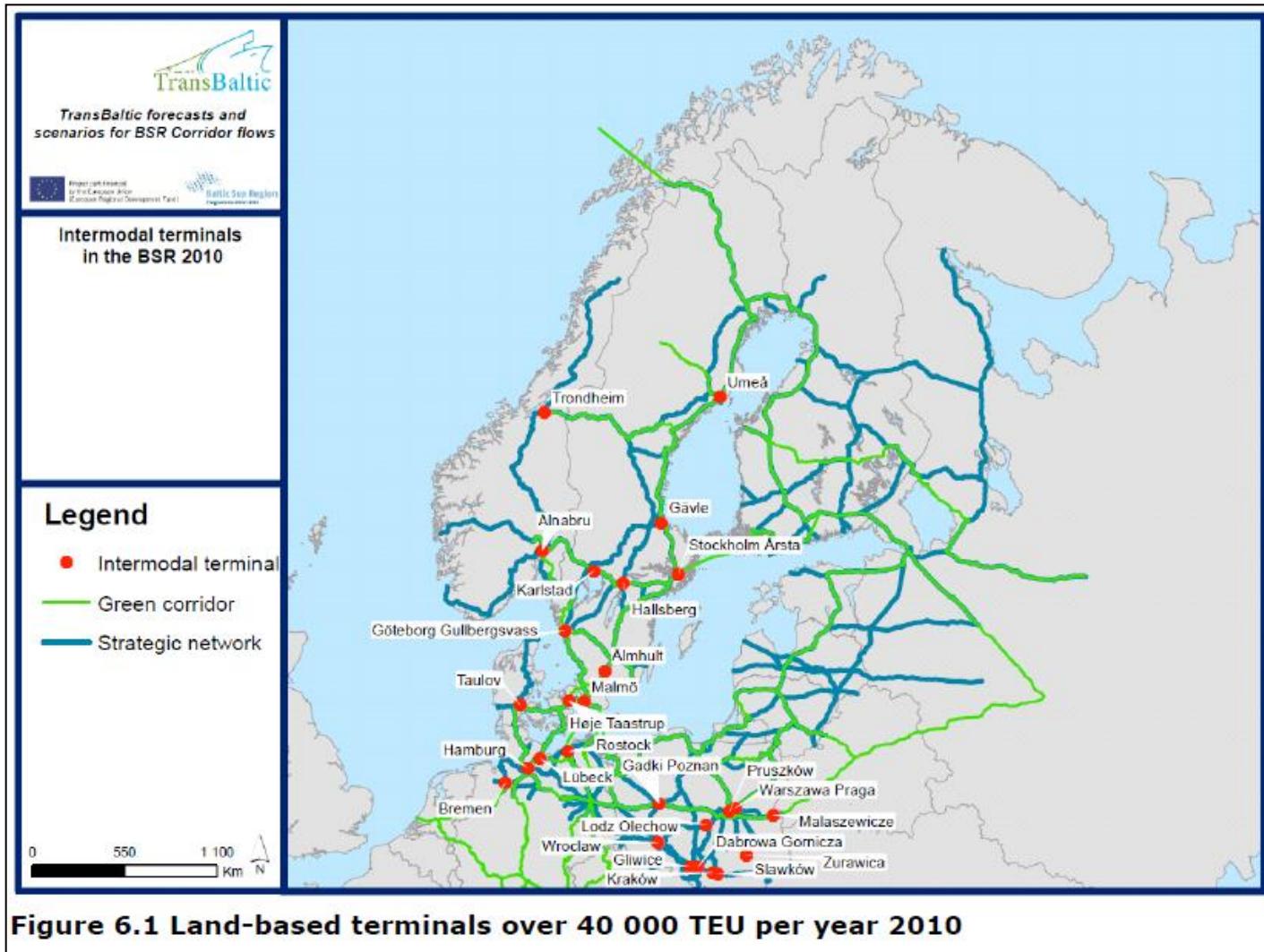


City of Helsinki



RBGC Growth Strategy

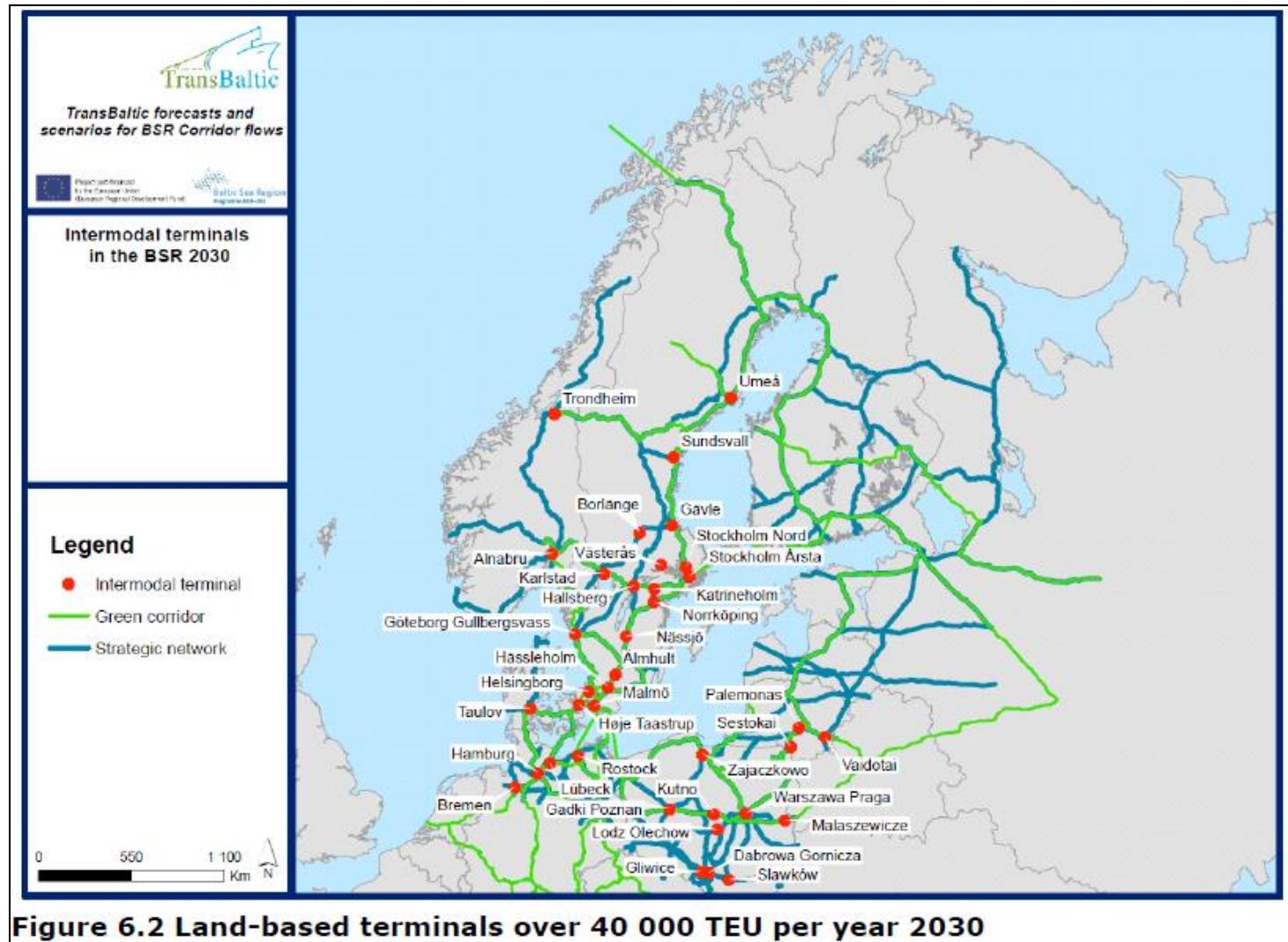
1. Promotion of infrastructure development
2. Creation of multimodal hubs
3. Facilitation of multi-level cooperation





City of Helsinki

Rail Baltica Growth Corridor

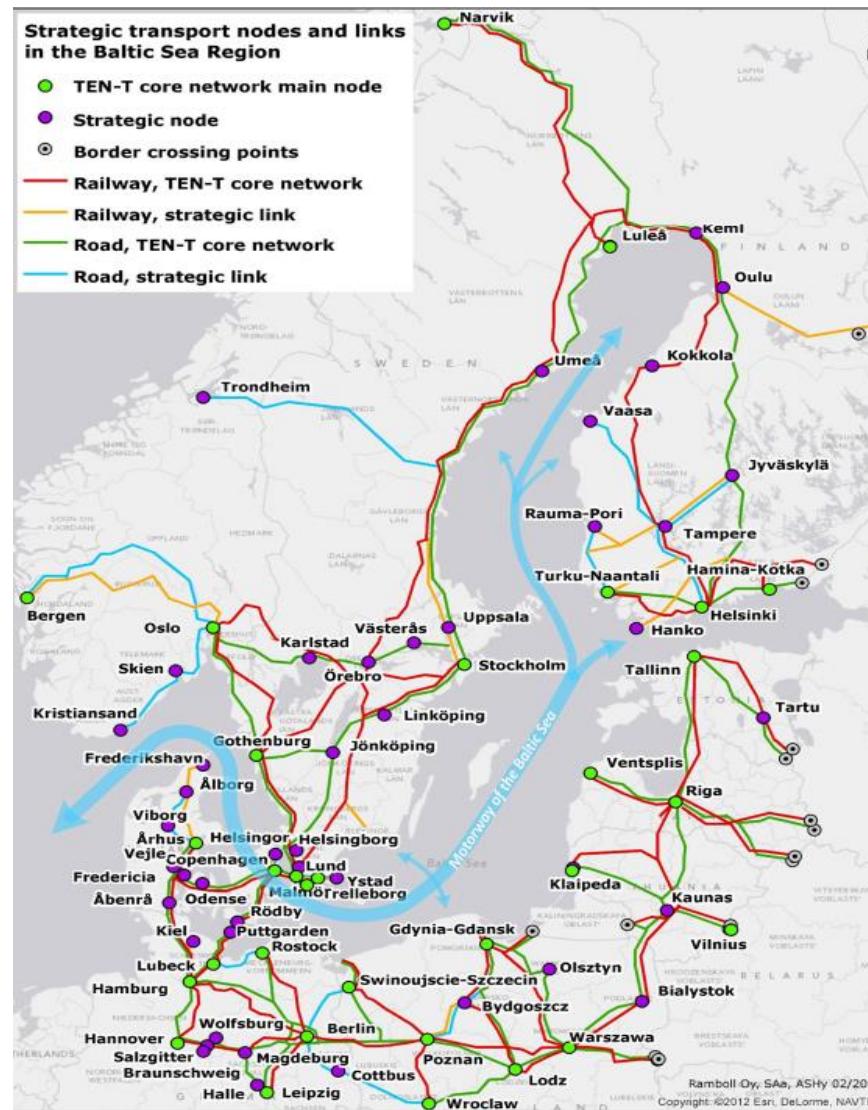




City of Helsinki

RBGC

RAIL BALTICA GROWTH CORRIDOR





City of Helsinki



RBGC Growth Strategy

1. Promotion of infrastructure development
2. Creation of multimodal hubs
3. Facilitation of multi-level cooperation



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

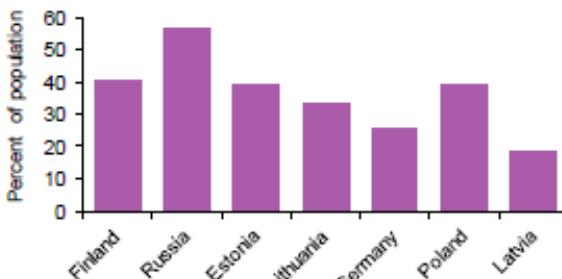
Gulf of Finland Triangle

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

Rate of higher education in 2010



Labour cost per hour worked in 2012

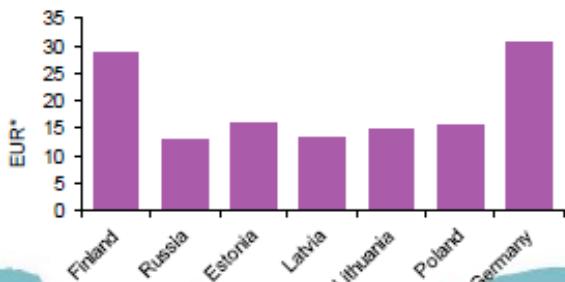
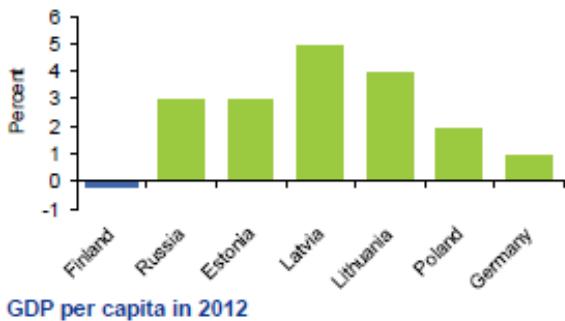


Source: Economist Intelligence Unit, Trading Economics, OECD

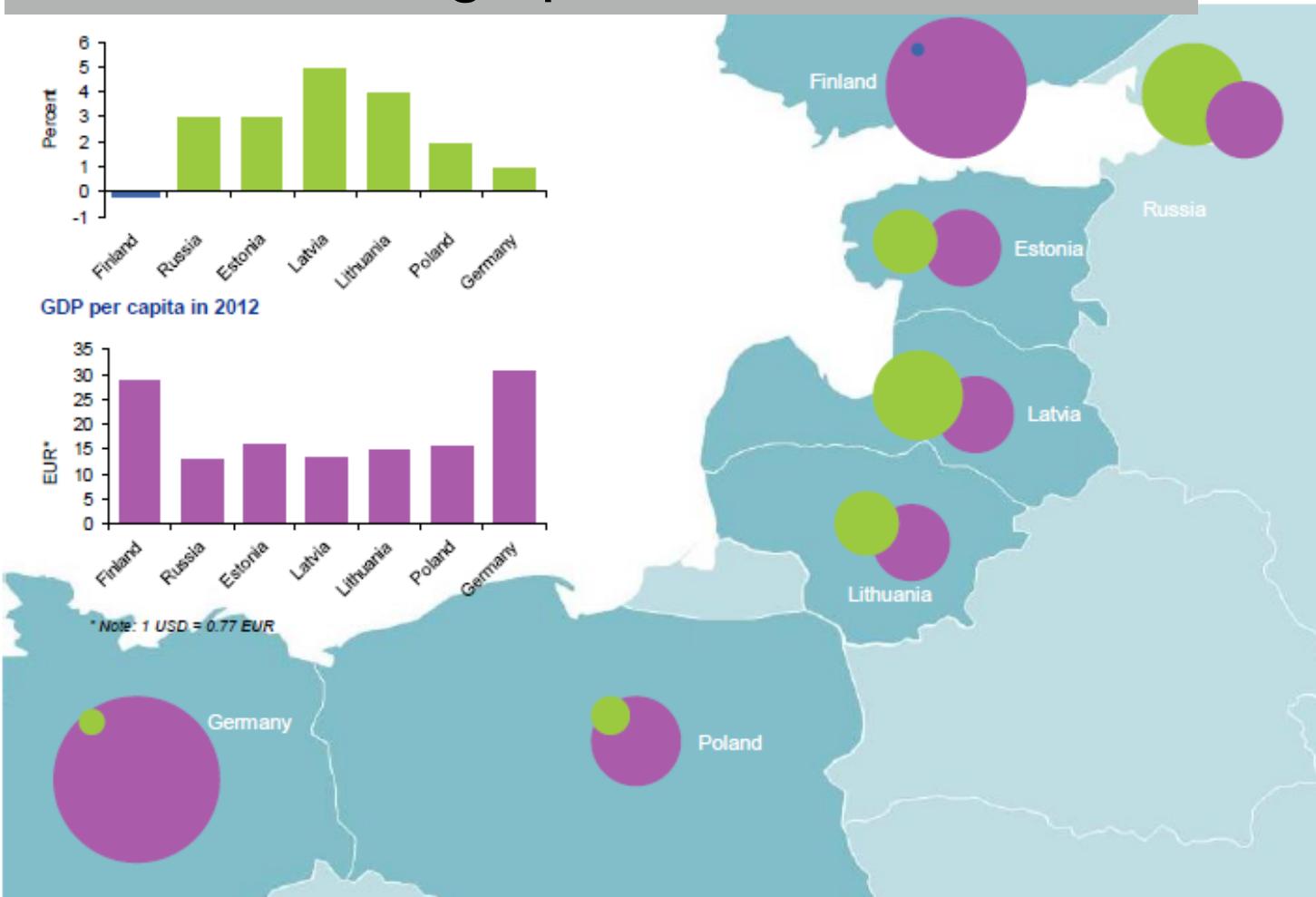


Expanding Russian market and Baltic States catching up

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

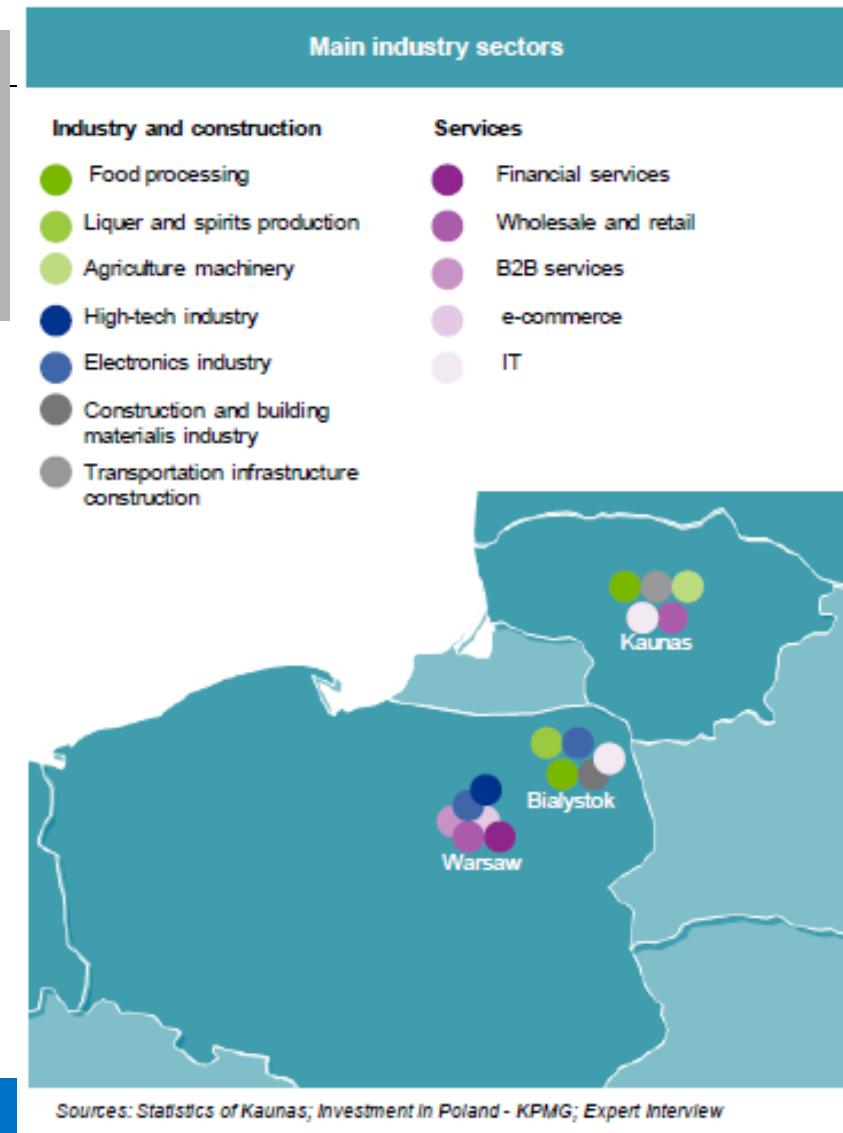


Source: Economist Intelligence Unit





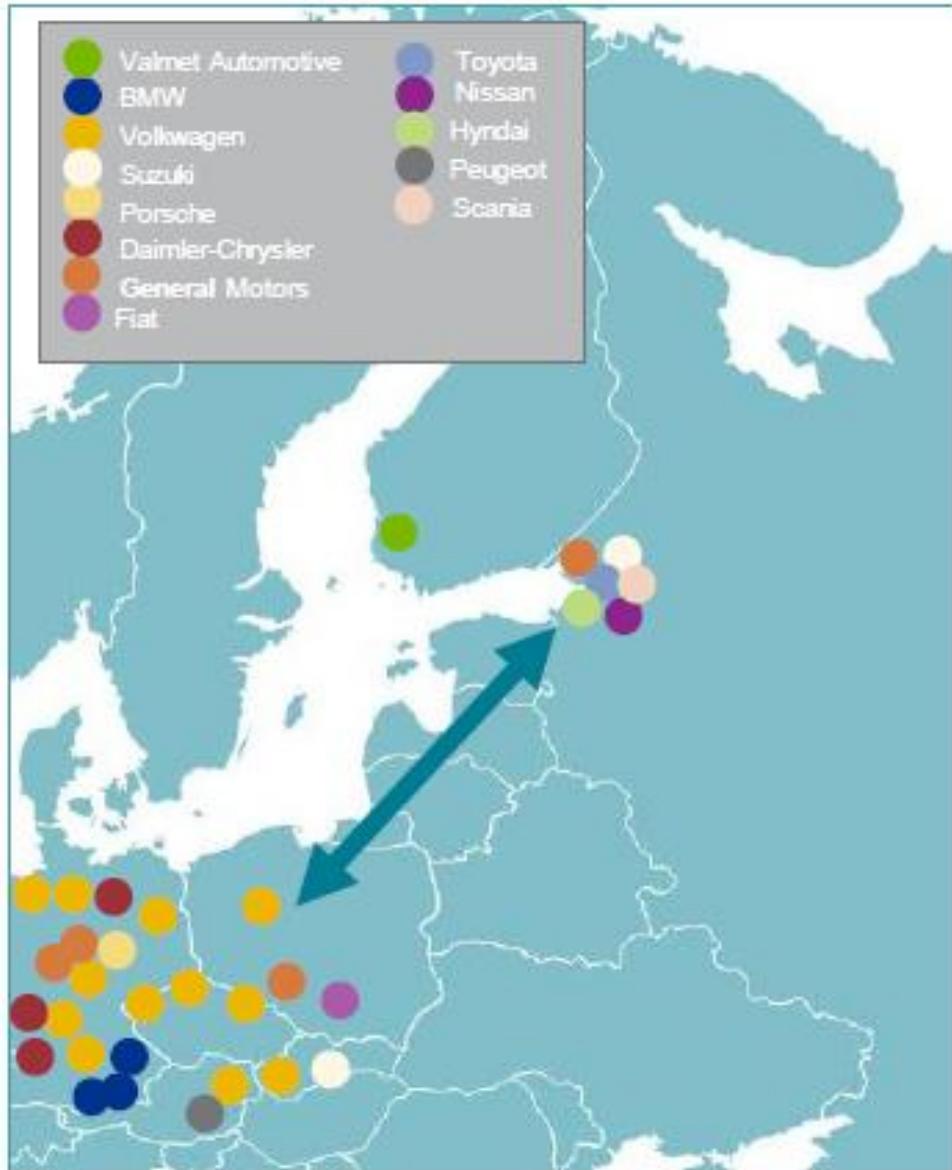
Potential of cross-border cluster development – and new transport demand





Potential in automotive industry

Vehicle assembly plants in the vicinity of Rail Baltica





TEN-T Core Network Corridors in the BSR

