

**19<sup>th</sup> EUROPEAN WEEK of  
REGIONS and CITIES**

11 - 14 OCT  
2021

***Together for Recovery***

***From Vision to Rail Baltica:  
a case study of tiered  
planning from Estonia***

*Tiit Oidjärv  
Estonian Ministry of Finance  
Deputy head of spatial planning department*

**Baltic Sea Region vision and strategies for  
thriving regions and cities, 12 October 2021**



**#EURegionsWeek**



REPUBLIC OF ESTONIA  
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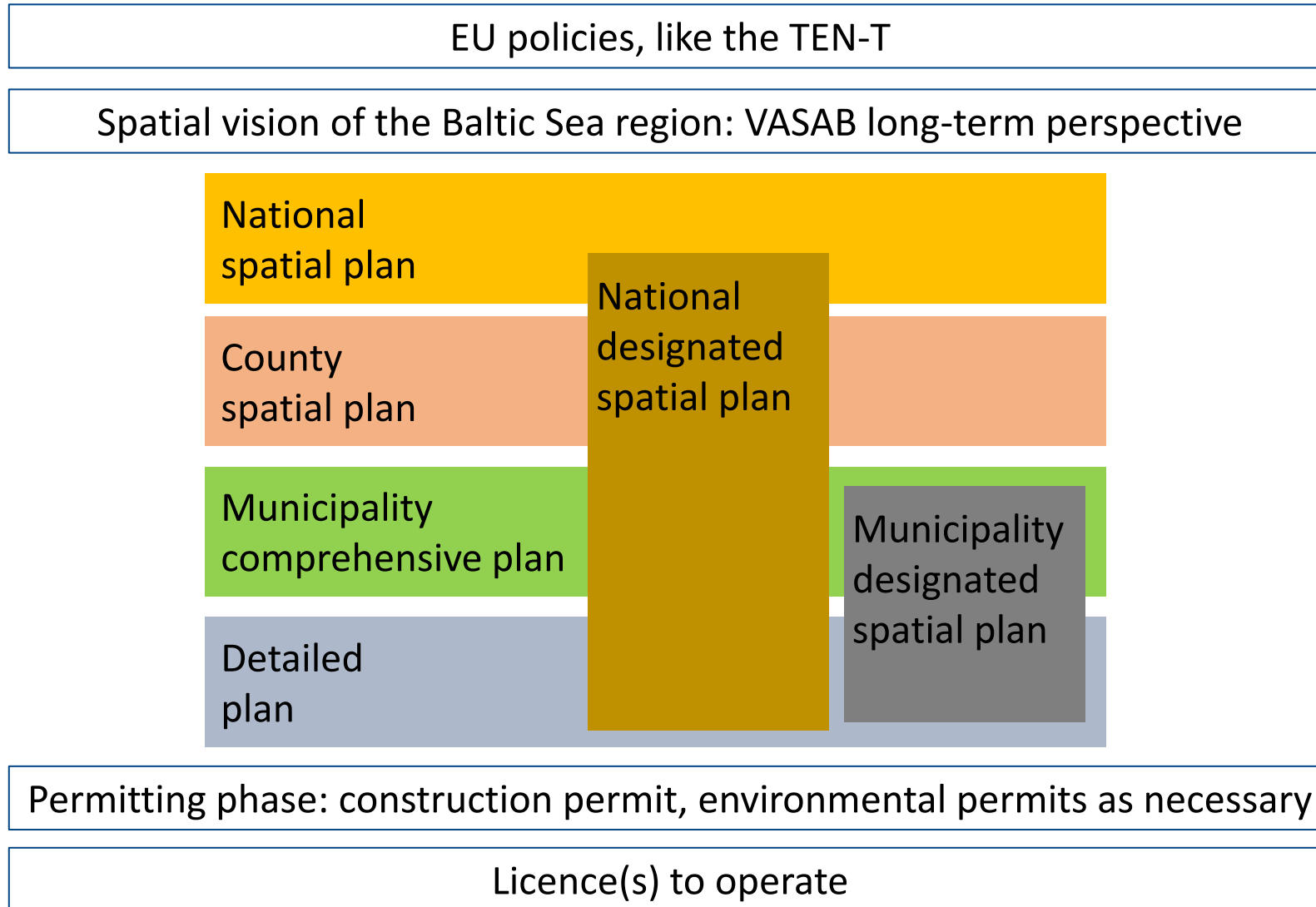


# Scope of presentation

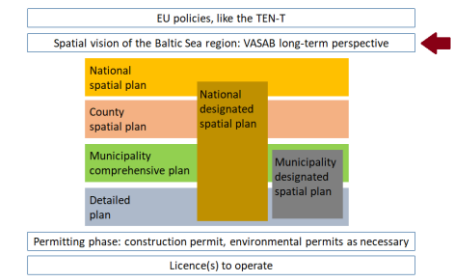
- Will cover: how has the transnational idea of a new railroad been realised in national and sub-national land use planning.
- Won't cover, in order to keep focus of session: issues related to feasibility, possible delays in project



# Estonian land use planning system, and its links



# 3rd Conference of Ministers for Spatial Planning and Development, Tallinn 1994: Vision and Strategies around the Baltic Sea 2010. Towards a Framework for Spatial Development in the Baltic Sea Region



## 2.2 THE STRINGS: EFFECTIVE AND SUSTAINABLE LINKS BETWEEN CITIES

The mobility network shall be developed with the aim to support the future urban network. Therefore, development of the mobility and energy infrastructure systems follows the same goals:

**provide** conditions for the efficient use of development potentials

**promote** the integration within the BSR and between the BSR and the whole Europe

**promote** the use of environment friendly transport modes and energy supply systems

**improve** the accessibility of services and job opportunities

**promote** spatial cohesion (reduce spatial discrepancies in living standards).

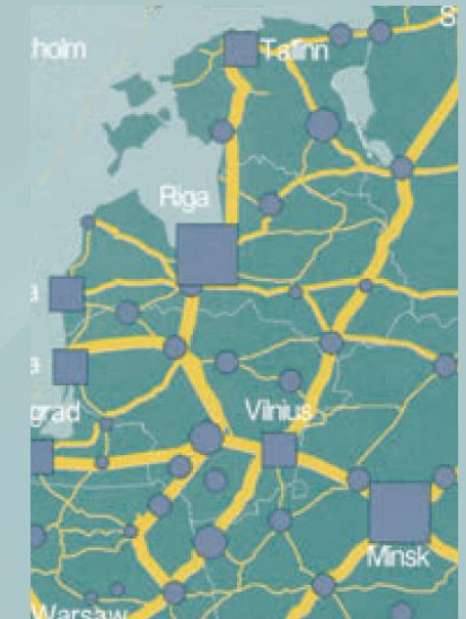
### RAILWAYS

Improved railway transportation systems shall provide connections for long distances among “European” and “Baltic cities”. This includes high-speed long-distance passenger trains along selected corridors, which interlink with the corresponding network for the Western Europe via Berlin and Hamburg. They will also be trunk lines for international cargo trains. Such network with improved travel speed and quality can only be implemented over a long period, and this process will not be completed until 2010.

## RAILWAY NETWORK IN THE BALTIC SEA REGION 2010

International high-speed lines

Important interregional lines



## Main high-speed international railway lines 2010 and beyond

4. Tallinn – Riga – Kaunas – Warsaw – Berlin – Hamburg

# TEN-T PRIORITY AXES AND PROJECTS 2005 (European Commission)

## 'Rail Baltica' axis Warsaw– Kaunas–Riga–Tallinn–Helsinki

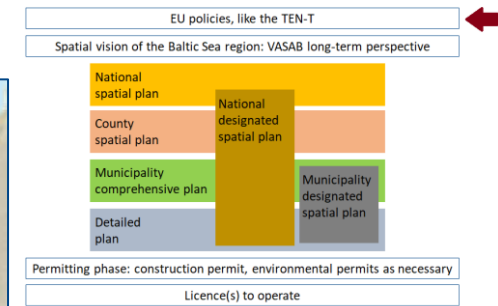
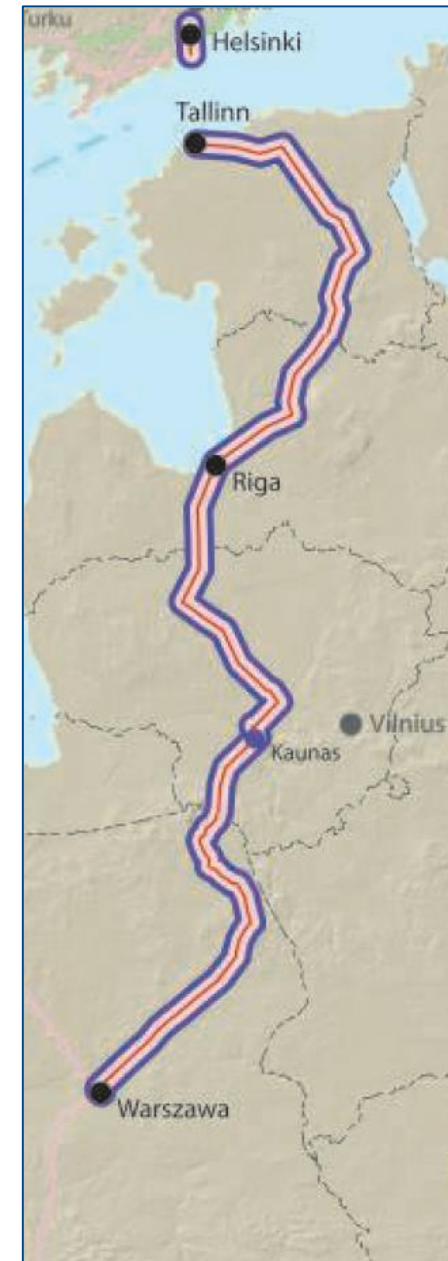
Upgrading and renewing the north–south rail network in Estonia, Latvia, Lithuania and Poland, including making it more interoperable with the rest of the European network, will help make rail a more attractive option in the region.

### What is its current status?

A feasibility study will be launched by the Commission on behalf of the countries concerned (Poland, Lithuania, Latvia, Estonia and Finland) towards the end of 2005. This study (to be financed by the Cohesion Fund), will analyse traffic demand, technical solutions and possible alignments for new lines. Further estimates of traffic loads and, more specifically, of the potential shift from road to rail still need to be confirmed by more detailed analysis.

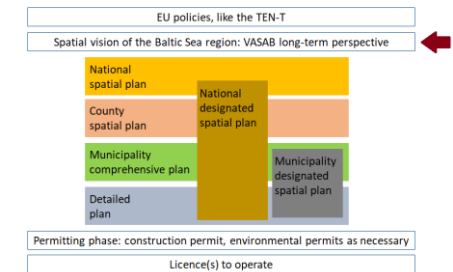
Implementing the project will, moreover, depend on the closest possible coordination between the three Baltic countries, and with Poland, as the Rail Baltica line connects with the important rail link running from Berlin via Warsaw towards Minsk and Moscow. At present, the three Baltic countries still have to settle on the technical options and the alignment on the Riga–Tallinn route. The technical choices, which will determine how much investment is needed, need to take account of the expected profitability of the rail link. Particular focus will have to be given to finding long-term solutions: notably, constructing a modern European standard line.

[http://ec.europa.eu/transport/infrastructure/maps/doc/ten-t\\_pp\\_axes\\_projects\\_2005.pdf](http://ec.europa.eu/transport/infrastructure/maps/doc/ten-t_pp_axes_projects_2005.pdf)



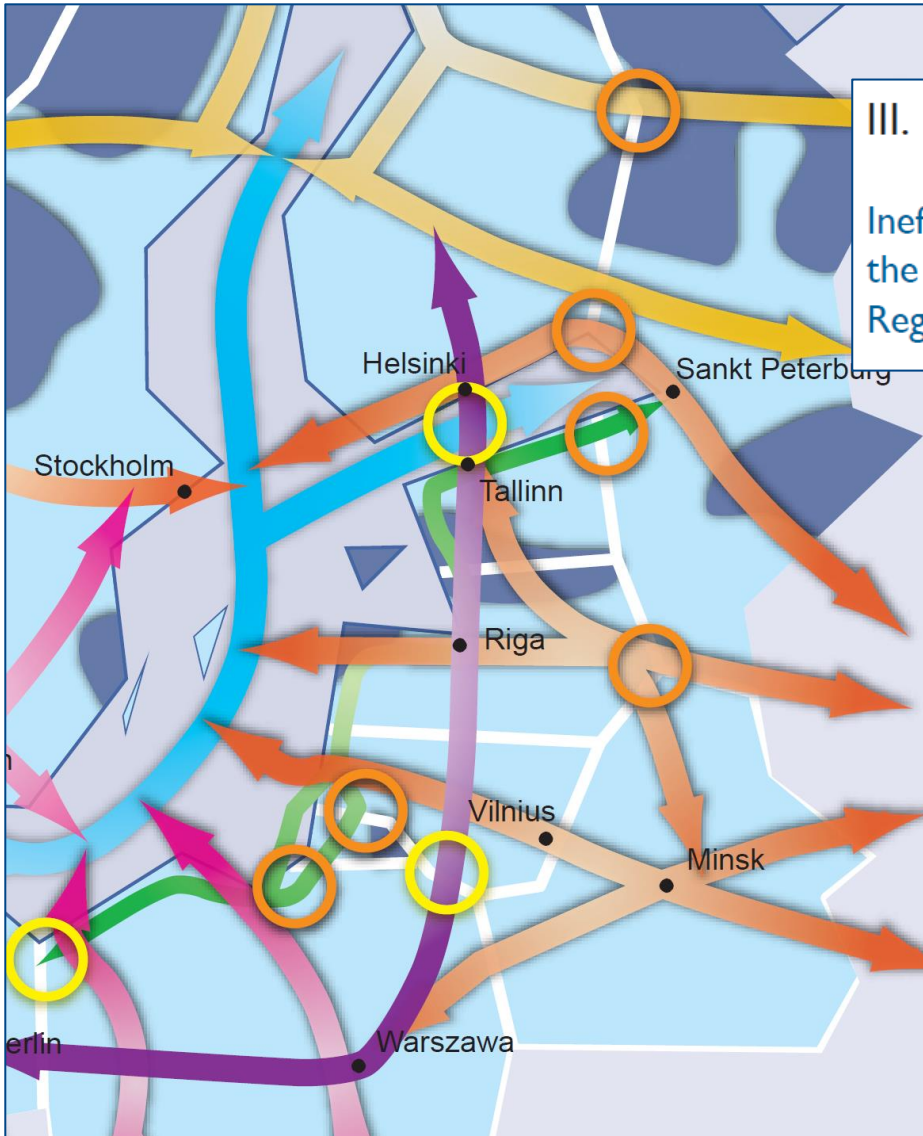


# VASAB Long-Term Perspective for the Territorial Development of the Baltic Sea Region, 2009



## III. 2 IMPROVING INTERNAL AND EXTERNAL ACCESSIBILITY

Inefficient transport connections across the borders impede a tighter integration of the regional and national economies around the Baltic Sea and ability of the Baltic Sea Region's infrastructure to serve the intercontinental flows.



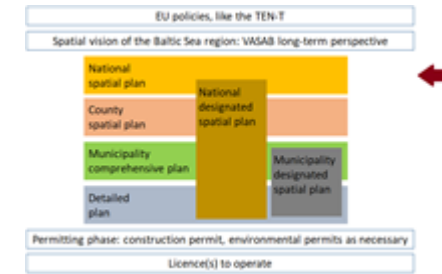
### ACTION AGENDA II

During the revision of the EU transport policy and follow-up work on the EU Strategy for the Baltic Sea Region, consider the following examples of road and rail links, the current state of which pose the challenge for the integration of transport networks in the BSR from the macroregional perspective:

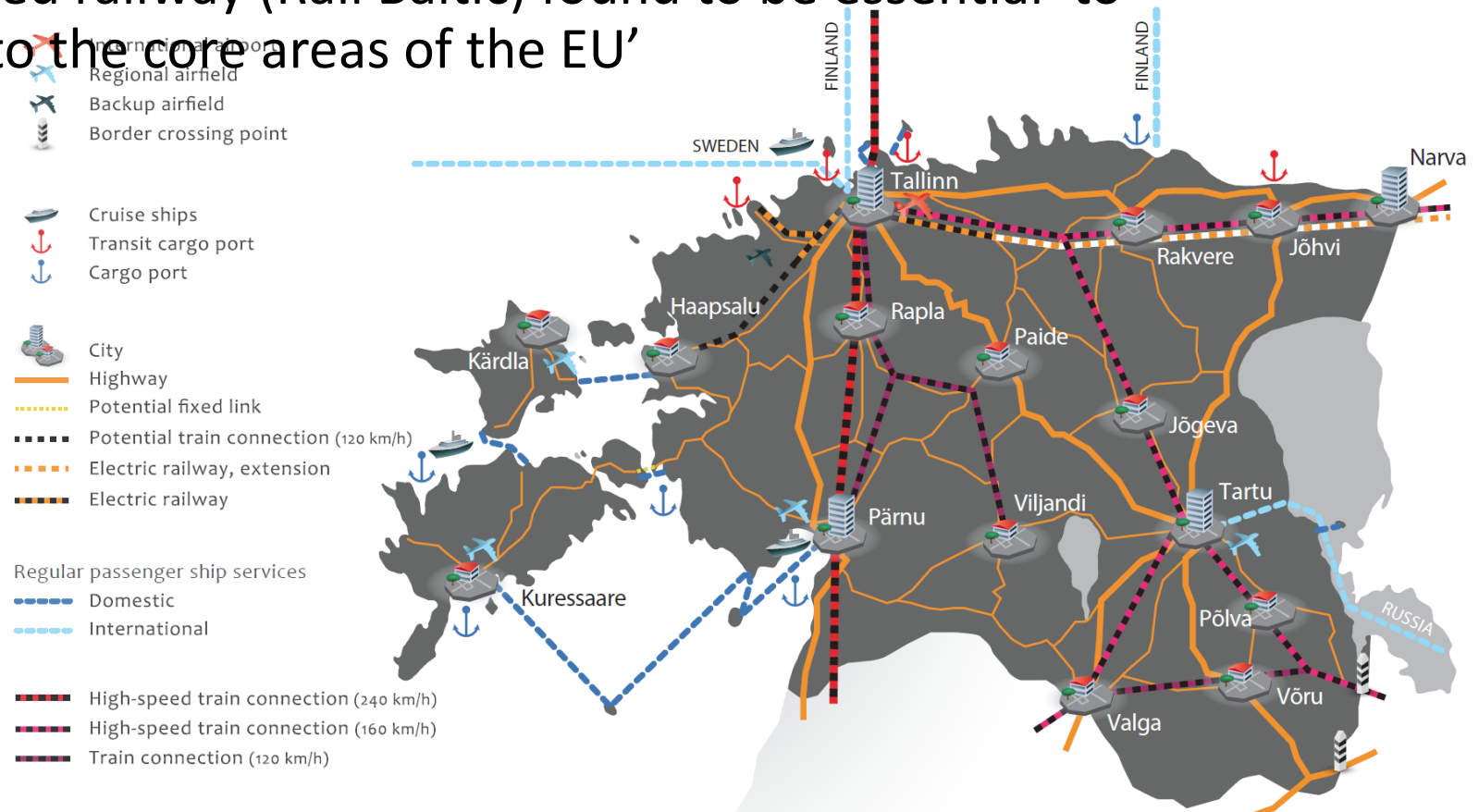
- The Rail Baltica corridor (connecting Saint Petersburg, Finland, Estonia, Latvia, Lithuania and Poland with western EU Member States), as it builds the backbone for the integrated railway system in the eastern part of the BSR;

[https://vasab.org/wp-content/uploads/2018/06/vasab\\_ltp\\_final.pdf](https://vasab.org/wp-content/uploads/2018/06/vasab_ltp_final.pdf)

# National spatial plan „Eesti 2030+“, 2012



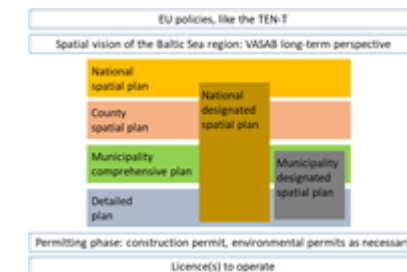
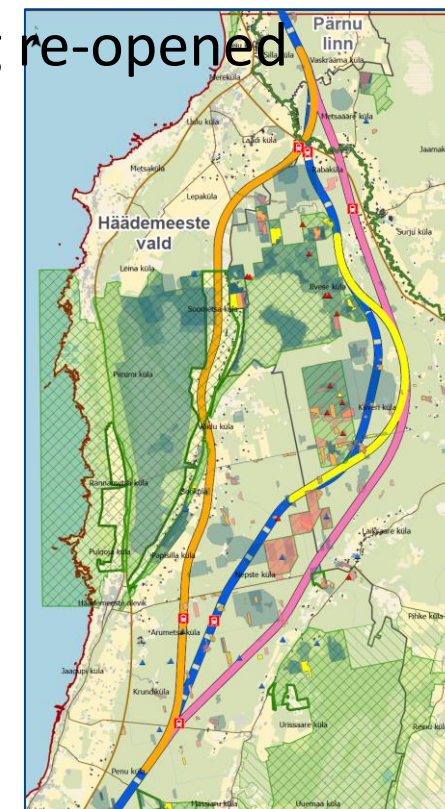
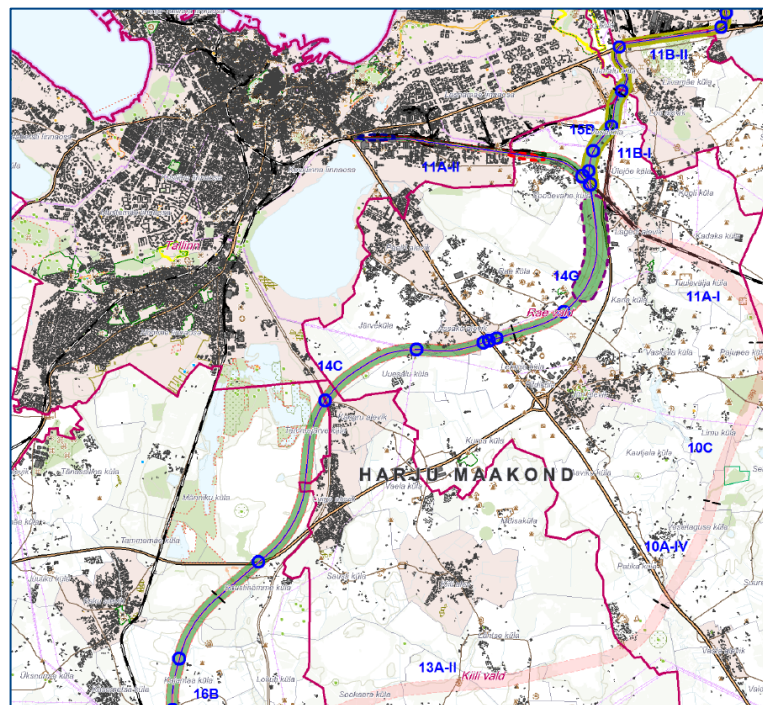
- VASAB 2010 LTP stated as a principal basis of the national spatial plan
- Construction of a high-speed railway (Rail Baltic) found to be essential ‘to improve Estonia’s linkage to the core areas of the EU’



<https://eesti2030.files.wordpress.com/2014/02/estonia-2030.pdf>

# County level planning, 2012-2018 (partly ongoing)

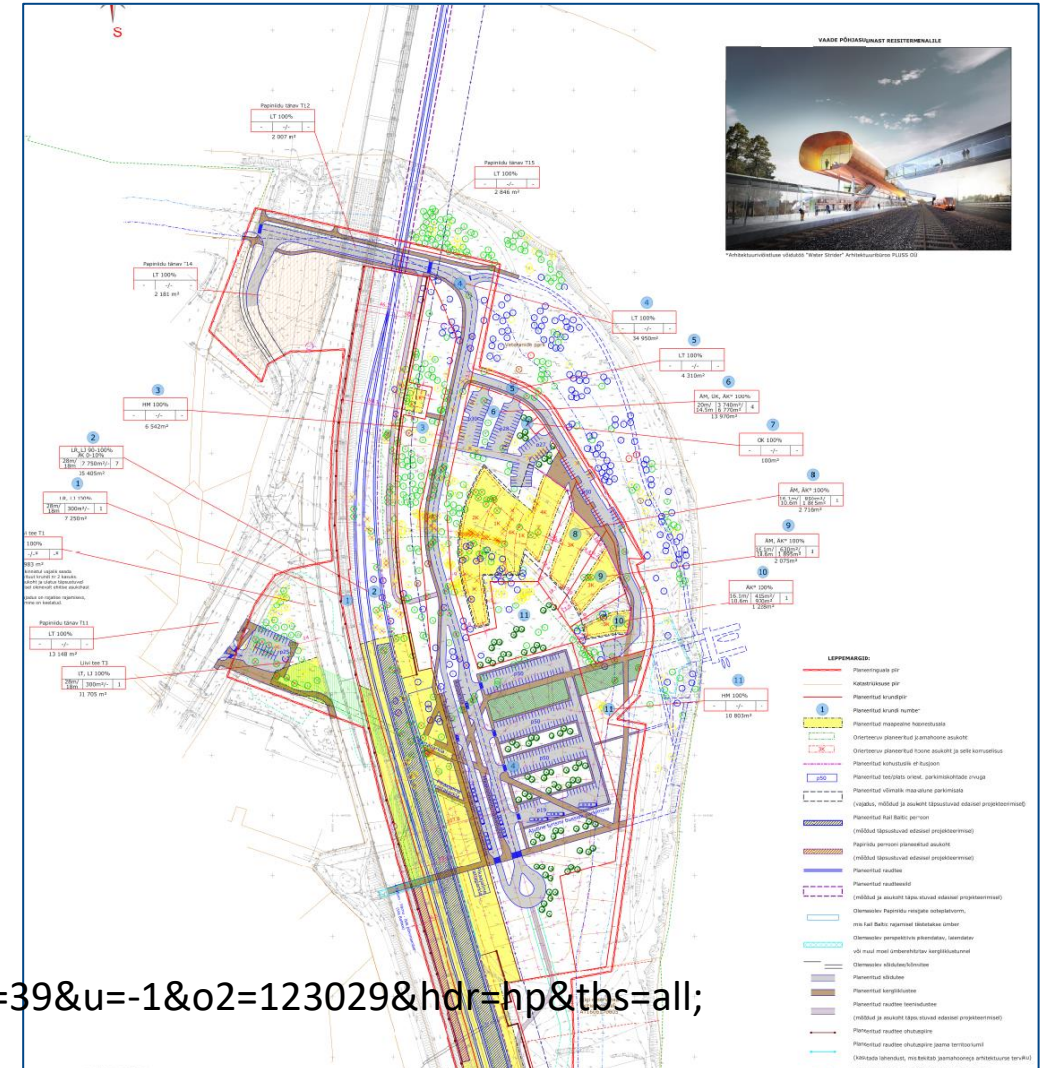
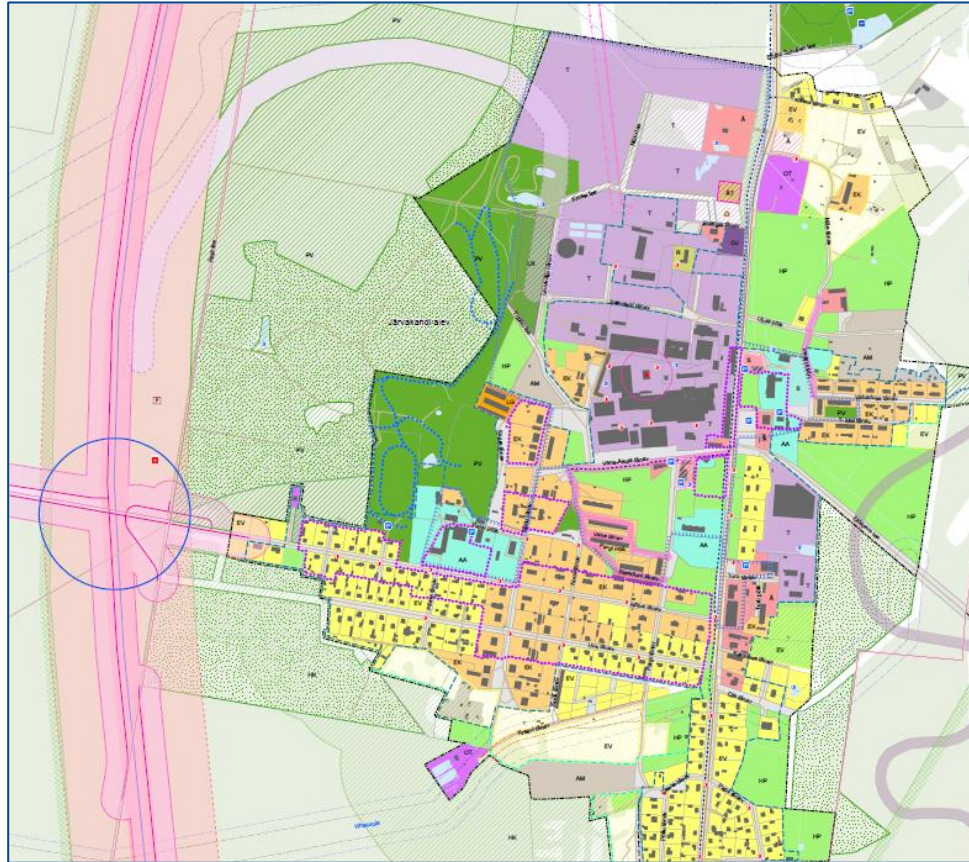
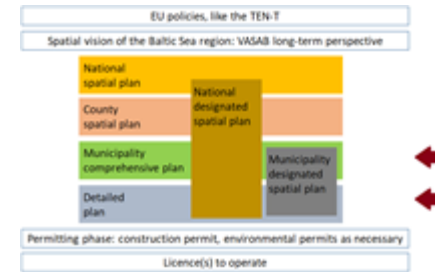
- Finding best alignment based on certain (pre)defined criteria (e.g. Tallinn-Pärnu-Riga, top speed, avoiding settlements)
- Part of one county plan annulled by National Court due to Natura assessment errors (based on European Court of Justice rulings), county planning re-opened in that specific location



<https://maakonnaplaneering.ee/127;>  
<https://www.rahandusministeerium.ee/et/ruumiline-planeerimine/maakonnaplaneeringud#Rail%20Baltic>



Municipality level planning (ongoing): terminals, stops, adjacent land use – vital step!



[https://amphora.lv.parnu.ee/amphora\\_public/index.aspx?itm=1617722&o=39&u=-1&o2=123029&hdr=hp&tbs=all;](https://amphora.lv.parnu.ee/amphora_public/index.aspx?itm=1617722&o=39&u=-1&o2=123029&hdr=hp&tbs=all;)  
<https://hendrikson.ee/maps/Kehtna-Rapla/materjalid-kehtna.html>

## Some reflections

- Rail Baltic is undoubtedly a process where supra-national policies are turning into reality on the ground, through tiered planning.
- A lot of "*Europeanisation*" on various levels: e.g. macro-regional vision, EU sectoral policy, EU CEF policy, Natura regulation.
- Some challenges emerging on strategic planning level: e.g. appropriate Natura assessment on strategic planning level?
- Critical phases moving from one planning level to the next: who assumes responsibility? Who defines key questions?
- What will be the next RBs?





REPUBLIC OF ESTONIA  
MINISTRY OF FINANCE

# Thank you for your attention!

Tiit Oidjärv

[tiit.oidjarv@fin.ee](mailto:tiit.oidjarv@fin.ee)

[tiitoidjarv@gmail.com](mailto:tiitoidjarv@gmail.com) (Oct 2021 onwards)