

TRANSBALTIC STAKEHOLDERS DEBATE

Transport and Telecommunication Institute, Lomonosova str. 1

Riga, Latvia

14 September 2011

09.00 - 13.10

MINUTES

Moderator: Stig Hjerppe, *Region Västerbotten*

09.00

1.0 Welcoming Addresses

Stig Hjerppe thanks the Transport and Telecommunication Institute for their hospitality and hosting the meetings and welcomes the participants.

1.1 "Latvian transport system development" - Inta Rozensteine, *Deputy Director of Financial Management & Development Dep, Latvian Ministry of Transport*

Ms Inta Rozensteine opens the meeting and presents the planned transport system development in Latvia (presentation available on www.transbaltic.eu)

09.15

2.0 "TransBaltic Project, an overview" - Wiktor Szydarowski, *TransBaltic Project Manager* (presentation available on www.transbaltic.eu)

9.45

3.0 "The transit role of Russia, Recent findings" - Igor Kabashkin, *Transport and Telecommunication Institute* (presentation available on www.transbaltic.eu)

10.30

4.0 Coffee Break

10.45

5.0 Round Table Discussion

5.1 Summary of the discussion

- Q1: Are Green Corridors a possibility or a threat?

Green Corridors is a possibility but also a challenge, at the same time it is a precondition for developing the country. The Green Corridor concept is the future and it will be developed but it will take a lot of time to implement and needs careful investigation. So far is the concept not much more than a slogan. All corridors today are more or less grey.



- Question 2: What kind of preconditions need to be fulfilled in order to enable Green Corridors?

Policy measures

There must be a corridor before we can talk about greening the corridor. Initial investments must be done to get started however, road flows could be shifted to rail. The development and costs of infrastructure is not really the problem but rather the administrative procedures. The government must help to simplify the custom procedures in making the border crossings as smooth as possible to be able to attract the flows. Current governmental policies, both national and at EU level must be reformulated. The EU must pay more attention to the customs union between Russia, Kazakhstan and Belarus. Especially Russia is important to get engaged in the Green Corridor thinking to secure investments to be done in the right corridors. The government must also enforce the green thinking onto national public and private actors or the concept might become a threat resulting in investments without return (a green corridor but empty). National regulations and visions need to be harmonized as well as at a regional and municipality level. However, the different economic situation between countries might be a threat to the development.

Understanding

It is necessary to have a common "language" to understand each other and for all involved actors (public and private) to get a common understanding of the Green Corridor concept. It is important that the national authorities provide information to people about the Green Corridor concept and its environmental benefits. The Green Corridors should be synonym of "Smart Corridors" offering benefits for most transport purposes. For example the roads included in a green corridor should be more efficient than other roads. Cooperation is also a factor for success, for example the ports should cooperate to complement each other's services.

- Question 3: Is the prediction on road and rail flows according to the Green Scenario 2030 reasonable?

Yes the forecast is realistic if the market conditions are same as today. However more scenarios should be developed and 2030 is not really long enough time span to measure the economical benefits.

- Question 4: What will the strategic consequences be for Latvia?

The Government has to play a more pro-active role. Regulations and criteria regarding the green corridors have to be clear and simple for business sector to adapt the concept and only then it will be successful. Latvia could be an important hub for freight transport through the Baltic countries. Emerging markets have enough cargo for the three Baltic States if they overcome the administrative problems and also have some cooperation patterns. The alternative will be that each of the countries creates their own transport corridor.

13.00

7.0 Reflections – Wiktor Szydarowski, *TransBaltic Project Manager*

TransBaltic is obliged to continue and follow up on what has been presented and discussed at the debate and will do so in future reports and communication activities. Further contact with the Latvian Transport Ministry will be via Baltic Transport Outlook (www.baltictransportoutlook.eu) and

Northern Dimension Partnership on Transport and Logistics
(http://www.nib.int/about_nib/cooperation/ndptl).

12.05

8.0 Closing of Meeting

Stig Hjerppe closes the meeting thanking the participants and the hosting institute.



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