



Round Table local meeting report

Riga, LATVIA

Activity: WP 2 "Intermodal Logistics", Activity 2.1.2.3

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Drafted by: Riga Planning Region and "STS Consulting, Ltd."



North Sea Baltic Connector of Regions
Interreg Baltic Sea Region programme 2014–2020





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1 Executive summary

The purpose of the local Round Table meeting was to discuss with the representative of the Logistics Service Providers and Shippers that have participated in the interviews current intermodal logistics situations within the North Sea Baltic Corridor in Latvia, the perspectives for its development, challenges and opportunities.

The report provides information on the participants of the meeting with their categorization, the agenda, describes the progress of the discussion, key findings from it, and summarizes the results of the meeting.

2 General Background of Activity

Activities in 2.1 are focusing on gathering the background knowledge and building up the initial conditions for project's demonstration, evaluation and knowledge sharing activities, stronger networks between stakeholders and to make them work together regarding specific challenges.

Activity 2.1.2.3 from a side will set the picture of the current intermodal logistics situations within the North Sea Baltic Corridor and from the other side will define the main goals and needs of the relevant stakeholders (Logistics Service Providers and Shippers) and will identify the main challenges, opportunities and priorities.

Round Table serves as the feedback occasion for the companies (Logistics Service Providers and Shippers) that have participated in the interviews – Activities 2.1.2.1 and 2.1.2.2.

The main focus is to gain more understanding and future users for that intermodal corridor.

3 Round Table Meeting report

3.1 General info

Latvia Round table meeting “Intermodality at the North Sea – Baltics Corridor” was organized by Riga Planning Region and external experts “STS Consulting, Ltd.” on October 20th, 2017 at Riga City Council. 23 participants took part in the Round Table meeting. Among them are representatives of Project partners, associated organizations, Logistics Service Providers, Shippers and other stakeholders.

The list of participants in the Round Table meeting with their profiles is shown in [Table 1](#).

Table 1. Participants list / profiles.

No	Name	Organization	Profile
1	Rūdolfš Cimdiņš	Riga Planning Region	Project partner / PP6
2	Edgars Rantiņš	Riga Planning Region	Project partner / PP6
3	Tālis Linkaits	State Regional Development Agency, Latvia / VASAB Secretariat	Project partner / PP4
4	Liene Stikāne	State Regional Development Agency, Latvia / VASAB Secretariat	Project partner / PP4
5	Inga Lukjanoviča	Ministry of Transport	Associated Organisation
6	Inta Rozenšteine	Ministry of Transport	Associated Organisation
7	Patriks Markēvičš	Ministry of Transport	Associated Organisation
8	Kaspars Rokens	AS RB Rail	Associated Organisation
9	Kristaps Niedols	Riga City Council	Associated Organisation
10	Natalja Sterhova	STS Consulting, Ltd.	Project external expert
11	Guna Caune	VAS Latvijas Dzelzceļš	LSP
12	Jurijs Balaboskins	SIA Baltreiss	LSP
13	Jurijs Rendenieks	SIA Sungate	LSP
14	Jūlija Vasiļkova	SIA Schenker	LSP
15	Lauris Valainis	SIA VV Line	LSP
16	Māris Kleinbergs	SIA Schenker	LSP
17	Pavels Kačinskis	SIA Froster	LSP
18	Rinalds Boliņš	SIA Baltreiss	LSP
19	Sandra Caune	VAS Latvijas Dzelzceļš	LSP
20	Tomass Sutta	SIA Man-Tess Tranzīts	LSP
21	Valdis Andersons	SIA Riga Container Terminal	LSP
22	Vita Leite	SIA United Panel Group Europe	Shipper
23	Edgars Sūna	Freeport of Riga Authority	Stakeholder, moderator

The categorization of participants in the Round Table meeting is shown in [Diagram 1](#) below.

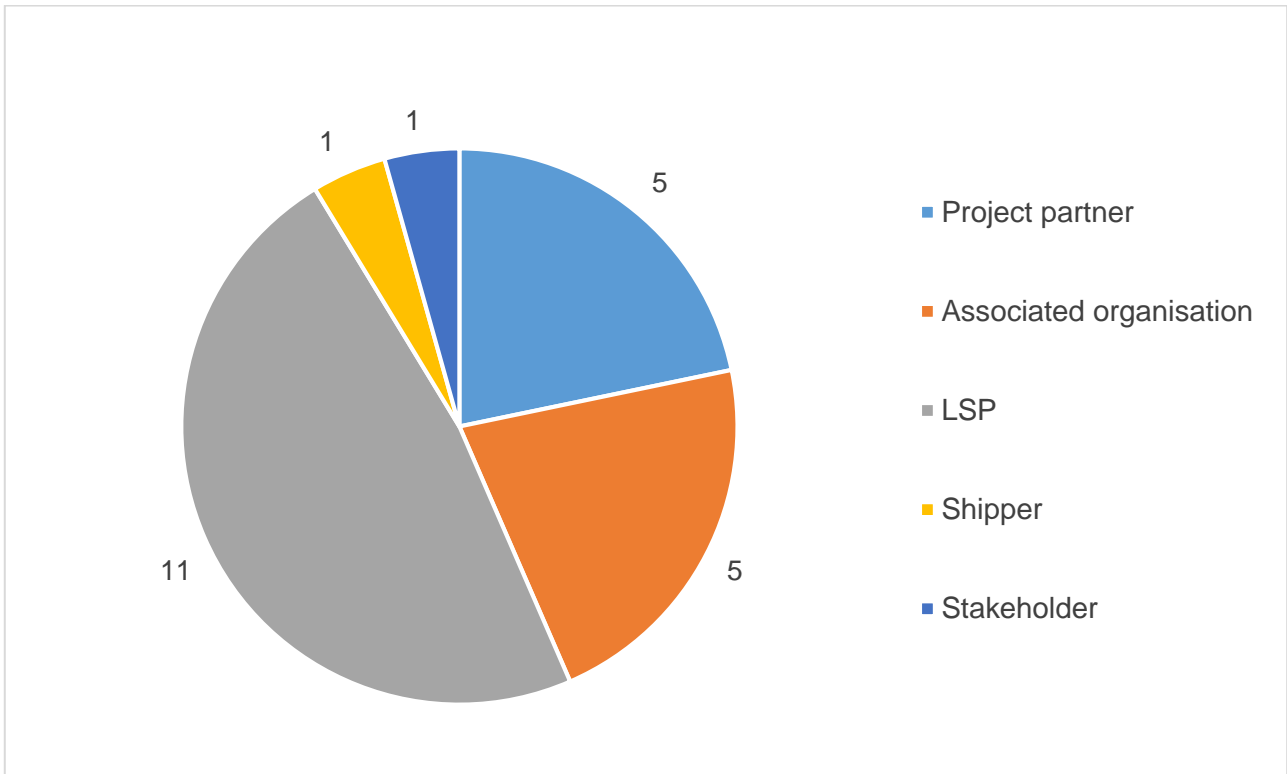


Diagram 1. Participants in the Round Table Meeting by profiles (number).

LSP demonstrated their active interest in participating in the Round Table meeting. 73% of the invited LSP representatives participated in the meeting. At the same time, Shippers, who took part in the survey, showed interest in its results but refused to participate in the meeting, explaining this with great employment at work. Only 10% of the invited Shippers representatives took part in the meeting. At the same time, it should be noted that this was a representative of the Shipper which ranks first in the list of Latvian Wood and wood products exporters.

As the moderator of the discussion the Marketing Department Director of the Freeport of Riga Authority was invited.



3.2 Round Table Meeting agenda

Friday, 20 October (11:00 – 15:00)

Venue: Riga City Council, Rātslaukums 1, Room 511

10:30 Registration and coffee

11:00 Welcome. Information about the NSB CoRe project – objectives and planned results

Rudolfs Cimdins – Riga Planning Region, Head of Spatial Planning Unit,
NSB CoRe project expert

11:20 The idea of building Rail Baltica and the progress of works

Kaspars Rokens – RB Rail, Chief Operations Officer,
Management Board Member

11:40 The attitude of the Logistics Service Providers and Shippers towards intermodality - the results and conclusions of questionnaire

Natalja Sterhova – STS Consulting, Ltd., Transport and logistics expert

12:00 Coffee break

12:40 Opinion of Logistics Service Providers

Participants' comments on the results of the survey, vision of intermodality opportunities

13:00 Opinion of the Shippers

Participants' comments on the results of the survey, vision of intermodality opportunities



13:20 Discussion

- What are the basic advantages from launching Rail Baltica for shippers and logistics services providers?
- What are the biggest barriers to the development of Rail Baltica?
- Will the rail deliveries made via Rail Baltica be able to win the competition with feeder and freight ferry connections?
- To what extent can lorries be replaced by rail deliveries along Rail Baltica?
- Are there opportunities to implement large-scale deliveries of lorries on railway platforms (known as Rollende Landstrasse - RoLa)?
- How launching Rail Baltica along with a railway link with China (Silk Road) will affect the country's economy?
- What are the key figures on the Rail Baltica (market access costs, technical parameters, times and transshipment points)?

14:50 Summary

15:00 Closing

3.3 Key findings coming from the discussion

During the discussion, all the issues recommended for discussion were considered. Logistics Service Providers' representatives participated in the discussion according to their full classification (Freight forwarders, Intermodal train operators, Rail carriers, Container terminals, Road carriers), as well as representatives of project partners and associated organizations.

1. What are the basic advantages from launching Rail Baltica for shippers and logistics services providers?
2. What are the biggest barriers to the development of Rail Baltica?

The first two issues of the discussion were discussed by its participants in parallel.



First of all, the participants noted the need to transfer to Rail Baltica not only the flow of passengers but also freight flows, as well as the fact that currently the Rail Baltica route is very intensive in the transportation of goods by road.

The representative of the associated organization (Ministry of Transport) provided information on the transition scheme currently being developed in the Ministry of Transport of Latvia. According to the scheme a *new system for calculating infrastructure costs* for rail transport will be introduced from 2019. This system will significantly reduce railway tariffs for cargo transportation in the European transport space. The state budget will support the new system and subsidize it. Reducing the cost of cargo transportation by rail will contribute to the attractiveness of Rail Baltica for LSP and Shippers.

The planned *network of multimodal centres Muuga-Salaspils-Kaunas*, which will be used for cargo reloading, consolidation, regrouping and shipment in containers or trailers on platforms (piggyback), was also referred to the advantages of launching Rail Baltica. The participants of the discussion noted also the possibility of using new types of cargo transportation, such as transportation of *trailers according to the regular train scheme*. As advantages of transportation of cargoes on Rail Baltica, such *factors as noise reduction, safety and lower carbon footprint* were mentioned too.

At the same time, the main accent was put on the barriers, which are in the opinion of LSP representatives on the way of Rail Baltica development. The participants of the discussion unanimously noted the *high cost of transporting goods by rail* due to high topical railway tariffs. In addition, the main partners of Latvia for export and import are neighboring countries, the transportation of goods to which by rail is unprofitable because of the short distance of transportation, which significantly increases its *transit time*. At such short distances, it is much more advantageous to transport goods by road.

As the existing barriers, factors such as the *weak development of the intermodal network* of cargo transportation, the *shortage of open logistics centers*, as well as the *lack of public information* about Rail Baltica and *the possibilities for intermodal transport* of goods were also cited as existing barriers.

3. Will the rail deliveries made via Rail Baltica be able to win the competition with feeder and freight ferry connections?

Participants in the discussion do not see competition in this aspect, rather interaction is supposed. On the one hand, it is planned to develop special ferries (for example, Helsinki - Tallinn) only for the carriage of trailers, which can then be transported by Rail Baltica. On the other hand, sea containers from the ports are more likely to be delivered by road with a more elastic price policy and the absence of last mile problems (additional handling).

In the event that the flow of containers from China will go to Latvia, further they can be transported on feeder lines.

4. To what extent can lorries be replaced by rail deliveries along Rail Baltica?
5. Are there opportunities to implement large-scale deliveries of lorries on railway platforms (known as Rollende Landstrasse - RoLa)?



The participants discussed the fourth and fifth questions in a comprehensive manner. They expressed their opinion that there are real prerequisites for the transfer of a significant part of the freight traffic from trucking to transportation by rail.

The roads are now very busy, there are not enough drivers, the social factor (the long absence of drivers at home) is sharply rising. Leading Shippers of the participating countries of the project (Finland, Germany, Poland) during the meetings in the framework of discussing the perspectives of Rail Baltica demonstrated a clear interest in the transfer of part of their cargo to the railway.

At the same time road haulers, both large and small, are considering the possibility of transporting lorries by rail. In this case, it is necessary to solve a number of questions on equipment standardization, rules and conditions for receiving and servicing trailers at terminals of the countries participating in the transport corridor. At the same time, the level of tariffs for transporting trucks on railway platforms is important too.

6. How launching Rail Baltica along with a railway link with China (Silk Road) will affect the country's economy?

Participants of the discussion believe that the economic effect for Latvia will be very significant in case of launching Rail Baltica and forming a cargo flow from China (New Silk Way project, Northern channel of One Road, One Belt project) to our country.

Latvia in this case can be considered as a hub for receiving goods from China, consolidating, processing and transporting them further through the port, by road, by rail, using the potential of the Rail Baltica, as well as multimodal centers.

Rail Baltica in this case is an advantage for transporting goods from a stable EU country to the Nordic countries and Germany (compared to Belarus, for example).

7. What are the key figures on the Rail Baltica (market access costs, technical parameters, times and transshipment points)

Participants of the discussion noted that key figures were presented in the presentation "Rail Baltica - project of the Century" made by Kaspars Rokens, COO of RB Rail AS (excluding market access costs). At the same time, LSP expressed a desire for a wider presentation of public information on Rail Baltica.



4 General summary

23 people participated in the Round Table Meeting in Riga (Latvia), 11 of them were representatives of Logistics Service Providers.

During the Round Table meeting, according to the agenda, 3 presentations were introduced:

- Information about the NSB CoRe project – objectives and planned results / *Rūdolfs Cimdiņš / Riga Planning Region / PP6*
- Rail Baltica – project of the Century / *Kaspars Rokens / RB Rail AS / associated organization*
- The attitude of the Logistics Service Providers and Shippers towards intermodality - the results and conclusions of questionnaire / *Natalja Sterhova / STS Consulting, Ltd. / Project external expert.*

Presentations were received with interest by the participants of the discussion and their elements were considered during the further discussion.

All the issues proposed for discussion were actively discussed at the meeting by its participants, and key findings from the discussion, presented above, were identified.

The participants of the Round Table meeting expressed a general final wish to provide regular information on the development of the North Sea Baltic Connector of Regions project, as well as broad public information on the development of Rail Baltica.

5 Attachments

5.1. Illustration for the Round Table meeting (photos)

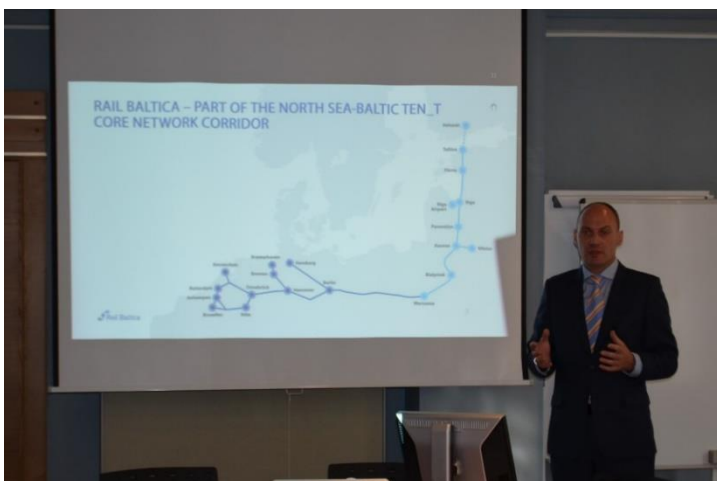


Ready for the Round Table Meeting's beginning:

Rūdolfs Cimdiņš / *Riga Planning Region / PP6*

Kaspars Rokens / *RB Rail AS / associated organization*

Presentation “Rail Baltica – Project of the Century”
/ *Kaspars Rokens / RB Rail AS*

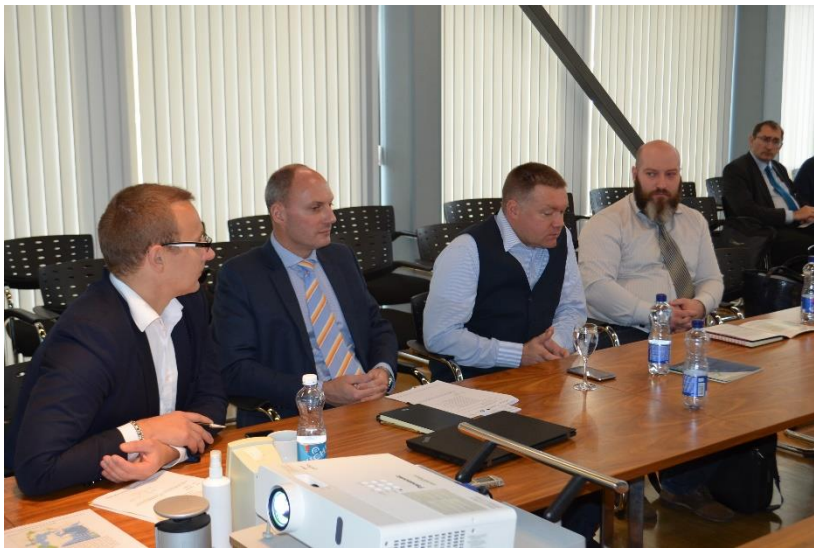




Presentation “The attitude of the Logistics Service Providers and Shippers towards intermodality - the results and conclusions of questionnaire “

/ Natalja Sterhova / STS Consulting, Ltd. / Project external expert.





Discussion:

Patriks Markēvičs / Ministry of Transport talks about the prospects of reducing railway tariffs

General discussion





General
discussion

Important issue:

Māris Kleinbergs
/ SIA Schenker

&

Valdis Andersons
/ SIA Riga
Container Terminal





General discussion

General discussion:
Moderator *Edgars Sūna*
/ *Freeport of Riga Authority* and list of questions





General discussion:
music sounds on the
clock of the Riga City
Council

General discussion:
final question





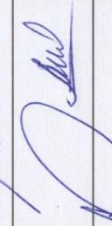

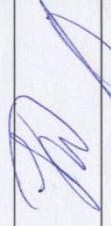


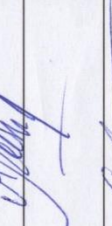


5.2. List of participants (scanned with signatures)

#	Vārds, uzvārds / Name, surname	Iestāde, amats / Institution, position	E-pasts / E-mail	Paraksts / Signature
1.	Edgars Rantiņš	Rīgas plānošanas reģions Administrācijas vadītājs	Edgars.Rantins@rpr.gov.lv	
2.	Edgars Sūna	Rīgas brīvostas pārvalde	Edgars.Suna@rop.lv	
3.	Guna Caune	Latvijas Dzelzceļš Sabiedrisko un korporatīvo attiecību daļa Vecākā sabiedrisko attiecību projektu vadītāja	Guna.Caune@ldz.lv	
4.	Inga Lukjanoviča	Satiksmes ministrija Autosatiksmes departamenta vecākā referente	Inga.Lukjanovica@sam.gov.lv	
5.	Inta Rozenšteine	Satiksmes ministrija Finanšu un attīstības plānošanas departamenta direktora vietniece	Inta.Rozensteine@sam.gov.lv	
6.	Jana Zubricka	SIA Stikla Serviss	Jana@stikla-serviss.lv	



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7.	Jurijs Balaboskins	SIA Baltreiss	Jurijs.Balaboskins@baltreiss.lv	
8.	Jurijs Rendenieks	SIA Sungate	Jurijs.Rendenieks@sungate.lv	
9.	Jūlija Vasilkova	Schenker SIA Multimodālo risinājumu biznesa vienības direktore	Julija.Vasilkova@dbschenker.com	
10.	Kaspars Rokens	AS RB Rail Operacionālais direktors un valdes loceklis	Kaspars.Rokens@railbaltica.org	
11.	Kristaps Niedols	Rīgas dome Pilsētas attīstības departamenta Transporta infrastruktūras plānošanas inženieris	Kristaps.Niedols@riga.lv	
12.	Lauris Valainis	SIA VV Line Valdes loceklis	Lauris@vvline.lv	
13.	Māris Kleinbergs	Schenker SIA Valdes loceklis		
14.	Mārtiņš Juhnevičs	SIA Froster		
15.	Natalja Sterhova	SIA STS Consulting	nsterhova@gmail.com	
16.	Patriks Markēvičs	Satiksmes ministrija Dzelzceļa departamenta direktors	Patriks.Markevics@sam.gov.lv	



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17.	Pavels Kačinskis	SIA Froster		<i>PAVEL@FROSTER.LV</i>	<i>[Signature]</i>
18.	Rinalds Boliņš	SIA Baltreiss			<i>[Signature]</i>
19.	Rūdolfs Cimdinš	Rīgas plānošanas reģions Telpiskās plānošanas nodaļas vadītājs		Rudolfs.Cimdins@rpr.gov.lv	<i>[Signature]</i>
20.	Sandra Caune	Latvijas Dzelzceļš Attīstības direkcijas Attīstības direktore		Sandra.Caune@ldz.lv	<i>[Signature]</i>
21.	Santa Stankēviča	SIA Jelgavas tipogrāfija		Santa@jt.lv	<i>[Signature]</i>
22.	Tālis Linkaits	VASAB sekretariāts Sekretariāta vadītājs		Talis.Linkaits@vasab.org	<i>[Signature]</i>
23.	Tomass Sutta	SIA Man-Tess Transīts		<i>tomass@man-tess.lv</i>	<i>[Signature]</i>
24.	Valdis Andersons	SIA „RIGA CONTAINER TERMINAL” Valdes priekšsēdētājs		Valdis.Andersons@rto.lv	<i>[Signature]</i>
25.	Vita Leite	SIA United Panel Group Europe		<i>VITA@UPGWEB.EU</i>	<i>[Signature]</i>
26.	<i>Liene Štiarne</i>	<i>VASAB sekretariāts</i>		<i>liene.stiarne@vasab.org</i>	<i>[Signature]</i>