



**II International Regional Rail  
Business Forum  
“1520 STRATEGIC PARTNERSHIP:  
Baltic region”**

**8-10 February 2010  
SwissotelTallinn, Estonia**

**ROUND TABLE**

**Integration potential of the transport system of the Baltic region**

**SUMMARY**

- 1.** Integration of the Baltic transport systems should aim to enhance the living standards of all states in the region and continuously improve service quality on various transport corridors.
- 2.** It is critical to step up coordination efforts in order to harmonise railway legislation between countries with different gauge, shipping documents and other technical parameters. It is also important to apply unified standards and avoid controversy.
- 3.** The Estonian Tax and Customs Department and the North West Customs Administration of the Russian Federal Customs Service would be well advised to launch a pilot joint customs control project for railway border crossings. This initiative would substantially increase cargo turnover and efficiency of the transport corridor. The Estonian Tax and Customs Department will make an appropriate proposal regarding the above project to the Russian Federal Customs Service.
- 4.** We need to expand existing cooperation between customs agencies in the countries of the Baltic Region in order to fully adopt an electronic customs declaration system for railway cargo.
- 5.** It is necessary to develop a shared funding model for major infrastructure projects drawing on global best practices including the expertise of the CIS Railway Council.
- 6.** Along with railway infrastructure, higher-level investment coordination is essential for port facilities within the same transport corridors. The process would be more effective if we regard these ports as mutually complementing components of added value for the customer rather than competing entities.
- 7.** The stakeholder countries need to create a common system for testing new transport products in the region (rolling stock, information technology, etc.) designed within the 1520 gauge. Such a system would enhance technical quality and minimise defects and barriers before commercial production phase.
- 8.** We need to put the 1520 gauge into a global perspective and promote expansion of the 1520 networks in other countries (for example, in Afghanistan and Pakistan).