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IMPACTS OF HIGH SPEED RAILWAY ON TOURISM & TRAVEL INDUSTRIES IN EUROPE: POSSIBLE OUTCOMES FOR RAIL BALTICA

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Abstract
In the course of the development of European high speed railways (HSR) the assessment of their impact on the development of tourism and related industries has changed from the overoptimistic to a controversial one and even to the one raising concern.
In connection with the construction of a new high-speed railway Rail Baltica, which should connect Estonia, Latvia and Lithuania with the rest of Europe, the issue of planning the passenger traffic along the new corridor route should include the testing of provisional theories regarding the impact of new railway on the development of Tourism&Travel Industries.
Since the methodology of cost benefit analysis does not entail the above mentioned assessment, it is necessary to study the experience of other countries in this field in order to avoid repeating the same mistakes in the provisional assessment of HSR's impact on Tourism&Travel Industries.
The aim of the article: to organize and structure the available research dedicated to the quantitative assessment of the impact of European HSRs on tourism; to identify effective and negative types of the aforementioned impact; to make known this information to the interested parties of the Rail Baltica project, as well as to the officials, responsible for determining the policy in the field of tourism and transportation in the Baltic countries.
In the given research the author makes use of the methods of systematic approach, cluster analysis, comparative analysis of scientific literature and empirical studies, based on PRISMA Statement, as well as statistical methods.
Results: in the course of the analysis the author has found out that there might be the following impact of Rail Baltica on the development of tourism in the project's region: 1) redistribution of tourism markets among the member countries of the cross-border project; 2) the increase in the spatial competition in the Tourism&Travel Industries of the region; 3) the volume of induced passengers trips can exceed the forecast of investment assessments by at least three times.
Conclusions: the necessary methodological basis for the organisation of passenger traffic along the Rail Baltica route can be created only by studying the existing realities of the exploitation of HSRs in different regions. Due to the lack of research in this field, the given paper can comprise a source of information for the interested governmental institutions of the RB project's member countries, which might be useful for further detailed research. For example, it can concern the determination of cross-effects between the seasonality of tourism in the region and the organization of passenger traffic along the new railway corridor.
KEY WORDS: high speed railways; Rail Baltica; Tourism&Travel Industries; redistribution of tourism markets.

Introduction

The global concept of sustainable development has put forward the issue of reducing the impact of transport on the environment, as well as has brought to the fore the task of continuous modal substitution of the transport used by travellers. Governmental institutions and researchers increasingly rely on high-speed railways, since the ecological efficiency of such railways is perceived as a proven fact.

However, the issue of a wider use of high-speed railways for the purpose of tourism, "the logic of HSR's impact on tourism and related regional processes have not been studied profoundly yet" (Delaplace *et al.,*2014). Currently, an impressive number of countries already have either an operating HSR or an HSR under construction, or plan to build a new network of high-speed railway. Therefore, the accumulated experience stemming from HSR's exploitation and the high cost of HSR's construction have given rise to a greater concern regarding prospective assessment of HSR's impact on tourism, inspite of the transport cost model of Prideaux (2000) 'that identifies the significance of transport as a factor in destination development as well as in the selection of destinations by intending tourists".The initial research carried out by Bonnafous (1987) showed the reduction of the number of over nights in the hotels located in the cities within the span of HSR's network. After a decade, Vickerman et al. (1999) expressed some reasonable doubt regarding the impact of HSR on tourism grounding his analysis on the connections between the expansion of HSR's network and regional development in Europe. Not a long time ago, in 2014, Ureña *et al.* came to the similar conclusion in respect to the Spanish region.

So far, the construction of high-speed railway Rail Baltica (RB) is the most massive cross-border project, which has been put into existence since the Baltic countries regained their independence. Despite the conclusion regarding the negative commercial results of the passenger traffic along the new railway corridor, which was drawn out in the investment justification of the project (Ernst & Young Baltic, 2017), the empirical assessment of the impact of the project on the development of tourism in the region in general and in each member state in particular has not been carried out. The author of the given article believes this fact to be a considerable limitation of the cost-benefit analysis, which is used to assess such significant cross-border infrastructural projects.

Schafer and Victor (2000) pointed out that "understanding of the interconnection between transport and tourism helps policy-making authorities to make decisions related to investments (directly or

indirectly as infrastructure) and marketing measures (to encourage interest in the use of transport for the purpose of tourism transportation). This needs to be done in order to interconnect transport and tourist experience, which would result in the increase of the demand on the type of transport profiting from the tourist influx.

The aim of the given article is to carry out the prospective analysis of the possible impacts of Rail Baltica's construction on the development of Tourism & Travel (T&T) Industries in the project's region, within the context of cultural and demographic peculiarities, the specifics of the industry regulation and the placement of railway stations in each of the member states of the RB project.

For this purpose the author has classified the empirical research, published from 2004 till to 2019, which assessed the impact of European high-speed railway transport on T&T industries.

On the basis of the carried-out analysis the author has put forward certain suggestions for further research. The results of such could be used efficiently by the interested governmental organisations and politicians for planning passenger traffic along the RB corridor, as well as for the working-out of long-term strategies of development for T&T Industries.

It should be pointed out that the given research is focused on the analysis of the existing empirical assessment of direct interaction between the development of high-speed railway transport and tourism. The given research does not cover the research works dedicated to the interconnection between HSR transport and tourism through the prism of the indirect factors, which are related to transport and can influence tourism in the long run. Such factors are the following: the ecological factor, the factors of modal shift and territorial planning.

Research methods

Primarily, the given paper aims at the classification and comparison of the research results dedicated to the assessment of the impact of high-speed railway passenger transport on tourism and the related industries in the European countries.

For the selection of the scientific publications the author has used three scientific databases: Scopus, ScienceDirect and Google Scholar, which do not have key words or language restrictions. The selection of research works was carried out on the basis of PRISMA (Preferred Reporting Items for Systematic Reviews and Meta-Analyses) Statement, the final version of which was given by Moher *et al.* (2009). The use of this approach ensures that the selection is carried out in technically concrete terms. Table 1 presents the criteria for the selection of the research works for the given review.

Table 1. Research selection criteria

Research element	Inclusion Criteria	Exclusion Criteria
Paper type	Article published in peer-review international journal (only with DOI); in Conference Proceedings (only with DOI)	Book chapter; Reports, "Grey literature"
Research region	Europe	
Research subjects	Influence of HSR on tourism or tourism-related industries	
Outcome measures	Influence performance	
Publication Period	2004-2019	
Paper language	English, Spanish	Paper published in other languages

Source: (created by the author)

To make predictive assessment of possible impact of the new route Rail Baltica on the development of Tourism & Travel (T&T) Industries in the project's region, the author uses methods of cluster analysis, the choice of which is induced primarily by the cross-border character of the project, thus, by the necessity of taking into account the regional aspects of the RB project in each member state.

Results and discussion

The results of the selection of publications from the leading economic scientific journals and the materials from the thematic conferences are provided in the Table 2. As we can see, the majority of works is dedicated to defining the specifics of a tourist profile who makes use of HSR (Delaplace *et al.,* 2014; Gutierrez and Ortuño, 2017; Gutiérrez *et al.,* 2018; Pagliara *et al.,* 2015a; Pagliara *et al.* 2015b). The studies also deal with the changes in tourist behaviour in the regions with HSR, the possibility of HSR to influence the choice of tourists to visit the chosen destinations for a second time, as well as with the possibility to increase the attractiveness of tourist landmarks. A number of articles is dedicated to the issues of boosting business tourism in the regions with HSR and the increase of competition between the cities within the HSR network .

The research analysis has shown: the lack of a unified model for the assessment of HSR's impact on tourism; a high dispersion of research results; the

results of the ex-post assessment of HSR's impacts on T&T Industry are by far not as optimistic as the results of the ex-ante assessment of investment justification (Gibb, 1986).

Moreover, it should be pointed out that only a very limited number of pay attention to the assessment of HSR's impact on the European tourism irrespective of bold statements made by many supranational and regional authorities about the need to develop sustainable tourism, which is, in fact, an important element of sustainable mobility.

Table 2. Review of empirical studies on the impact of European HSR on Tourism & Travel Industries

Author/title	Year	Region	Methodology of research	Finding
Albalate D, Fageda X./ *High speed rail and tourism: Empirical evidence from Spain*	2016	Spain	Differences-in-Differences evaluation method; timing effects model	"HSR accessibility does not promote tourist activity";"…significant negative impact on tourism at the provincial level"; "…Leisure passengers are price sensitive"; "HSR does not affect the number of overnight stays"; "…the impact of HSR depends on the form of a network"
Albalate, D.; Campos, J.; Jiménez, J.L. / Tourism *and high speed rail in Spain: Does the AVE increase local visitors? Annals of Tourism Research*	2017	Spain	Differences-in-Differences evaluation method; panel data estimation	"HSR effects on tourism are extremely weak or just restricted to larger cities"
Bellet C, Ureña J-M/ *High-Speed Rail Transport and its Implications for Different Types of Cities and Territories*	2016	Spain	Survey of HSR passengers; logistic regression model	"…in a corridor with low demand HSR would tend to promote new flows"; "HSR has greater relevance for business trips…"
Campa, J.L., Arce, R., López, M.-E , Guirao, B./ *Can HSR improve the mobility of international tourists visiting Spain? Territorial evidence derived from the Spanish experience*	2018	Spain	New panel database; fixed effects model	"Foreign visitors on coastal touristic regions are reinforced by HSR"; "HSR network may profit central regions with cultural tourism"; "HSR network encourages further competition between the tourist destinations located at HSR network nodes"
Cascetta, E.; Papola, A.; Pagliara, F.; Marzano, V./ *Analysis of mobility impacts of the high speed Rome-Naples rail link using within day dynamic mode service choice models*	2011	Italy	Revealed Preference (RP) survey; Nested Logit model	"…the introduction of the High Speed service between Rome and Naples increases trip frequency (12.7% and 15.6% during the weekday, and on Saturday and Sunday respectively) and new trips never taken before". "Cities that are linked together into a band of cities by means of a HS train are transformed into an extended functional region".
Coronado JM, Garmendia M, Moyano A, Ureña JM. / *Assessing Spanish HSR network utility for sameday tourism*	2013	Spain	Time Geography principles	"While the visitors of central cities could make day-return trips to nearly all the HSR cities, HSR line endpoint cities and small intermediate locations offered considerably fewer viable options for tourists".
Dallen, J./ *The challenges of diverse visitor perceptions: rail policy and sustainable transport at the resort destination*	2007	South West of England	Revealed Preference (RP) survey	"Tourists who used rail to reach the destination were driven by congestion avoidance (for 54% of respondents) recommendations from friends or family, enjoyment and relaxation on the train, as well as environmental contribution".
Delaplace M, Pagliara F, Perrin J, Mermet S./ *Can High Speed Rail foster the choice of destination for tourism purpose?*	2014	Rom and Paris	Revealed Preference (RP) surveys of tourists; logistic regression model	"…the choice of young people is influenced by the presence of HSR". "…the HSR systems will definitely influence national and regional policies on rail".
Garmendia M, Ribalaygua C, Ureña JM./ *High speed rail: implication for cities*	2012	Europe	Urban and territorial approach	"HSR is most widely used for daily (or very frequent) commuting for travel"
Guirao B., Campa J.L. / *Cross Effects between High Speed Rail Lines and Tourism: Looking for Empirical Evidence Using the Spanish Case Study*	2016	Spain	Multivariate regression model for panel data	"…the effects on tourism demand caused by HSR are controversial and, thus, clear empirical evidence cannot be derived"

Guirao B., Campa J.L., López M.E. / *The Assessment of the HSR Impacts on Spanish Tourism: An Approach Based on Multivariate Panel Data Analysis*	2016	Spain	Multivariate Panel Data Analysis	"HSR in Spain has affected positively foreign tourism (especially revenue coming from foreign tourism)"; "In Spain, HSR serves mainly domestic trips, like in the other parts of Europe"
Gutierrez A, Ortuño A./ *High speed rail and coastal tourism: Identifying passenger profiles and travel behaviour.*	2017	Spain	Survey of HSR passengers; logistic regression model	"There is no unique profile for passengers using HSR services for tourism"; "…it is crucial to consider the specific characteristics of each destination and its current market"
Gutiérrez, A., Saladié, O., and Clavé, S. A./*High-speed rail and tourism destination choice: the role and significance of the Camp de Tarragona station for passengers visiting the Costa Daurada*	2018	Spain	Causal probabilistic method	"…the existence of the Camp de Tarragona HSR station generates a low impact in terms of attracting new tourists to the Costa Daurada (4%)"
Martín J., and Gutiérrez, J. / *Data Envelopment Analysis (DEA) index to measure the accessibility impacts of new infrastructure investments: The case of the high-speed train corridor Madrid-Barcelona-French border*	2004	Madrid-Barcelona-French border	Data Envelopment Analysis	"New economic geography (NEG) model"; "…polarizing effects of the HSR-cities depend on the index of location, the economic potential, the relative efficiency of the network and the daily accessibility".
Masson, S., Petiot, R./ *Can the high speed rail reinforce tourism attractiveness? The case of the high speed rail between Perpignan (France) and Barcelona (Spain)*	2009	France-Spain	New economic geography (NEG) model	"…the increased spatial competition may reinforce the phenomenon of the tourism activities agglomeration around Barcelona to the detriment of Perpignan"; "…to confront agglomeration forces it is necessary to differentiate tourism product".
Moyano, A., Rivas, A., and Coronado, J.M. / *Business and tourism high-speed rail same-day trips: factors influencing the efficiency of high-speed rail links for Spanish cities*	2019	Spain	Econometric models	"Large cities in peripheral locations of the HSR network are generally more favoured for business trips, while intermediary cities are more likely to achieve higher efficiency for tourism". "For tourism trips, timetables are the key factor in the efficiency measurement, while for business trips the location of HSR stations is more relevant".
Pagliara, F., and Mauriello, F. / *The Effects of Investments in New Transport Technologies such as HSR on the Tourism Industry*	2019	Italy	Pre-processed testing; multivariate analysis	"For the medium-sized cities, positive effects were registered on condition that they were "equipped" with tourist amenities, corresponding to a "basket of goods" among which tourists could choose". "City size is also an important factor to consider for the analysis of the relationship between the HSR and the tourism dynamics".
Pagliara, F., and Mauriello, F. Garofolo, A. /*Exploring the interdependences between High Speed Rail systems and tourism: Some evidence from Italy*	2017	Италия (77 Italian municipalities)	Panel data model; econometric model	"…the impacts of HSR on the number of Italian visitors and the number of nights spent at a destination are positive in all the municipalities served by HSR"
Pagliara, F., Delaplace, M., & Vassallo J.M. / *High-speed rail systems and tourists' destination choice: The case studies of Paris; Madrid*	2015	Paris and Madrid	Two revealed-preference (RP) surveys; logistic regression approach	"For Paris, TGV is considered to be a real transport mode alternative among tourists". "On the other hand, Madrid is chosen by tourists irrespective of the presence of an efficient HSR network"
Pagliara, F., La Pietra A., Gomez J, Vassallo, J.M. / *High speed rail and the tourism market: Evidence from the Madrid case study*	2015	Spain	Logistic regression model	"Spanish HSR system seems to have a significant effect on the tourists' choice to visit other cities close to Madrid, but the choice of Madrid as a tourist destination is not influenced by the presence of HSR". "HSR, connecting urban centres with neighbouring cities, impacts the choice of these destinations for tourism purposes".
Ureña, J.M, Menerault, P., Garmendia, M./ *The high-speed rail challenge for big intermediate cities: A national, regional and local perspective*	2009	Spain	Case-study approach, taking account of specific circumstances and contexts	"HSR increases regional disparities and reinforces existing core-periphery patterns"; "HSR tends to induce the relocation of certain activities (typically office-based)"

Source: (created by the author)

It has to be said that for the last fifteen years only two empirical researches in Europe have been dedicated to cross-border HSR projects (Martín & Gutiérrez, 2004; Masson & Petiot, 2009). In the author's opinion, the neglect that the scientific world exhibits towards the given topic is one of the contributing factors for the following phenomenon: "*European high-speed rail network: not a reality but an ineffective patchwork"*(European Court of auditors, 2018).

In his own turn, already in 2015 Vickerman argued that "the creation of the high-speed rail TEN-T has not met the primary objectives of reducing regional disparities in accessibility or reducing the effect of national borders on regional integration."

Unfortunately, there is no research on the capability of HSR to generate new trips related to T&T Industry; as well as there is no quantitative assessment of HSR's impact on the industry. The above mentioned capability of HSR is registered only as an additional outcome of the conducted research (Gutiérrez *et al.,* 2018; Cascetta *et al.,* 2011; Bellet and Ureña, 2016).

Most of the above mentioned research works emphasize a definite necessity for the efficient and complex governmental and regional policy, which is aimed at securing the successful implementation of HSR based on the profitable tourist flows (Martín & Gutiérrez, 2004; Dallen, 2007; Pagliara & Mauriello, 2019; Masson & Petiot, 2009; Delaplace et al., 2014; Cascetta *et al.,*2011). Intrinsic characteristics of the cities within the RB project's span will have an enormous influence on the capability of a new railway corridor to boost tourist market in the region. For instance, after researching 77 Italian municipalities, Pagliara & Mauriello (2019) concluded that "positive effects were registered on condition that they [cities] were "equipped" with tourist amenities, corresponding to a "basket of goods" among which tourists could choose".

On the basis of the available European scientific research, the author assumes that in order to make predictive assessment of possible Rail Baltica's impact on the development of T&T Industries in the project's region, the following contextual differences should be taken into account:

1) while in Estonia the development of transport, regional and tourism policies is supervised by a single state authority, in Lithuania and Latvia these policies are monitored by three different ministries. Most probably, such coordinated approach towards making decisions is reflected in the extent to which the governments of member countries of the RB project actively promote and orchestrate the development of the T&T sector. According to "The Travel and Tourism Competitiveness Report 2019" under the index of "Prioritization of Travel & Tourism" Estonia is ranked number 20, whereas Latvia and Lithuania are ranked 78 and 89 respectively.

2) a modest number of inhabitants in the capitals of member countries and low density of population along the new railway corridor of the project. These factors can introduce significant amendments into the assessment of the possibility of the RB project to influence the development/change of tourist environment in the project's region in comparison with other European HSR projects.

Table 3. Key tourism indicators in the countries with HSR network

Country	**Population**	**Density of population**	**HSR lines' length**		**T&T competitiveness Index**	**T&T industry in GDP**		**international tourist arrivals**
			in operation	**under construction**				
unit	thous. people	people./ km2	km	km		US $ mln	%	thous. people
1	2	3	4	5	6	7	8	9
Spain	46.736	92	2852	904	1	78,464.0	5,4	81.869
Great Britain	67.530	278	113	230	6	105,283.6	3,7	37.651
France	65.129	118	2734	-	2	109,404.9	3,9	86.918
Germany	83.517	234	1571	147	3	138,987.8	3,5	37.451
Italy	60.550	201	896	53	8	117,336.8	5,6	58.253
Belgium	11.539	378	209	-	24	11,829.4	2,2	8.358
Sweden	10.036	22	-	161	22	13,472.0	2,4	6.865
Latvia	1.907	30	-	870	53	1,230.2	3,6	1.950
Lithuania	2.759	42	-		59	948.0	1,8	2.523
Estonia	1.326	29	-		46	1,110.6	3,8	3.245
Data source:	UN	UN	UIC		UNWTO	UNWTO	UNWTO	UNWTO

Source: (created by the author)

As follows from Table 3, the density of population in the regions of RB project is 3-4 times lower than in the countries with operational HSR. Whereas the gap between the number of foreign tourists coming to the region of RB project is ten times lower compared to the number of such tourists in the European countries with the operational HSR network.

On the other hand, taking into account the results of the empirical research made by Bellet and Ureña (2016), Cascetta *et al.* (2011); Pagliara *et al.*(2017) the stakeholders of the RB project should reconsider the amount of the induced demand on passenger trips in terms of its increase from 5% from the total passenger flow (Ernst & Young Baltic, 2017; p. 116) to 25-30% in the first year of its operation, with the subsequent gradual decrease to 15-17% by the third year of the operation of the new railway corridor. It should be pointed out that the general increase in the level of mobility would give a short-term negative ecological effect, which, at the same time, could be compensated by a higher energy efficiency of transportation due to an increase in the occupation rates.

3) in the last decade the research works dedicated to the given topic have discussed the importance of the type of the HSR network for the development of T&T Industry. For example, it is reflected in the research works of Albalate &Fageda (2016) and Pagliara *et a*l. (2015). One of the most profound academic research works in this field was made by Perl & Goetz (2015) and it "identifies and explores three strategic models of HSR development: exclusive corridors (e.g., Japan), hybrid networks – both national (e.g., France and Germany) and international (e.g., European Union), and comprehensive national networks (e.g., China and Spain)". The most positive assessment regarding the ranking of all the data, chosen for the purpose of comparison, refers to the corridor model of HSR network. The layout of the RB project's railway is analogous. The only exception is that the RB railway will have cross-border corridors instead of exclusive corridors. This fact could undermine the overall efficiency of the chosen network type due to the increase in competition between the regional sections of the RB project especially on a tourist market. This is manifested in the results of the research made by Martín & Gutiérrez (2004); Masson & Petiot (2009).

Moreover, the difference in the layout of the stations of a new railway corridor will contribute to the increase in the competition for tourist flows among the regions of the project. For instance, three railway passenger stations – Kaunas, Vilnius and Panevezys which are to be built in Lithuania, in their own turn, would create the largest agglomeration effect from RB's exploitation among all the sections, thus, increasing the number of domestic trips related to business and weekend leisure. The Y-shape of the Lithuanian section of the project would enable the tourists to make one day return trips from Kaunas to Vilnius and *vice versa*. The general number of over nights within the country will not be reduced, whereas general expenditure on entertainment, restaurants and museums would make an increase according to the conclusions made by Guirao *et al.* (2016).

In Latvia the location of railway stations under the RB project is planned only in Riga Airport and Riga itself, with the distance of 13 km between the stations. Such location would only increase the gap between Riga and other regions of Latvia due to the opportunities for tourism that Riga can offer. Furthermore, such location, as Albalate *et al.* (2015) claim, "can feed air demand, thus partially compensating effects from competition."

One of the positive factors of the railway stations' location on the Latvian section of RB route is their central location in between the end of the line stations of the whole corridor. There is a definite possibility for Riga to win over a number of over nights consumed by tourists, who will have an opportunity to visit Kaunas, Vilnius, Parnu and Tallinn during a one day trip from Riga. In order for this to happen two factors have to be taken into account. The first is the implementation of timetables with high frequency of passenger trains, which according to Moyano et al. (2019) is "the key factor in the efficiency measure". The second one is the maintenance of high speed regime of passenger traffic promised by the stakeholders of the RB project.

The Latvian section of the RB project can become one of the most attractive sections in the whole corridor for international tourism, only in case certain preconditions are met, for instance, such as a well-coordinated policy of both Riga Airport, aimed at attracting a larger number of low-cost carriers and expanding the geography of their routes, and governmental bodies responsible for the development of the Latvian section of RB.

Two railway stations, in the cities of Tallinn and Parnu, are planned to be built in Estonia to organise passenger traffic. The data from Table 3 shows that, currently, the highest number of incoming tourist among the member countries of the RB project is in Estonia. The Estonian section of RB exhibits the highest tourist potential, secured by the legislation and readiness to offer a tourist product, which integrates tourism and transport in a single package (Schiefelsbusch *et al*., 2007).

4) All the countries in the RB project are characterized by a high level of tourism seasonality, which significantly influences both the labour market (people have to find another place of employment in the winter) and the quality of tourists' service (it is not always possible to employ qualified personnel during the peak season).

Among European research dedicated to the assessment of HSR impact on tourism development there is practically no research on the empirical assessment of the impact of HSR on the seasonality of tourism.

As railway passenger transportation does not depend on weather conditions, the author assumes that putting RB corridor into exploitation would positively influence and increase the tourist activity in the region during the low season. Furthermore, the main increase would concern business trips and domestic trips for

leisure. Nevertheless, in order to make definite conclusions regarding the reduction of the seasonality of tourism in the region of the RB project, it is necessary to carry out serious empirical research involving all the interested parties of the project.

Conclusion

Existing studies considering HSR impact on the tourism industry are based on various methodologies and do not allow to develop a common model for different countries.

Results of such studies largely complement each other, however, differ in tasks, aspects and methods of assessment. This indicates that the area in question remains debatable and it is necessary to take into account a wide range of factors in it, especially those related to the territorial context.

The lack of the research regarding interdependence between HSR and tourism seasonality does not allow to have clear conclusions when it comes to reduction of the main problem in the regional T&T Industries of the area covered by the RB project, so it is suggested by the author that serious empirical research is conducted involving stakeholders as well as all other interested parties.

Following important problem is the inaccuracy and incompleteness of statistical data (not all models include non-hotel overnight stays of tourists and indirect income from restaurants, museums and trade).

In order to assess the impact of the RB railway route under construction on T&T Industries of the project's region it is necessary to increase the awareness of policy-makers about this systematic process, which depends on multi-sectional interaction and related institutional and social networks. Only in this case it is possible to secure the coordination of local-regional policies with the strategies for the development of transport and tourist sector.

In its own turn it would allow to work out certain approaches and tools to ensure and maintain the sustainable mobility and the development of tourism in all of the Rail Baltica project's regions.

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