Towards a network of green multimodal transport corridors in the Baltic Sea Region

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Departure point for the green corridor concept

What makes the transport corridor ‘green’?

- low impact on human and natural environment + energy efficiency
- complementarity of modes (road, rail, short sea shipping, inland waterways)
- relevant facilities (seaports, inland terminals etc.) and supply points (biofuels, hydrogen fuel etc.)
- innovative technologies (e.g. to manage and control the traffic)
- harmonised rules and open access for all interested users

Source: Freight Transport Logistics Action Plan (EC 2007)
Shaping the concept - the maze of policy circumstances...

- **Europe 2020 priorities**
- **Future of EU Transport**
- **Revised and extended TEN-T**
- **EU Baltic Sea Strategy**
- **MARPOL fuel sulphur limits**
- **Future EU Cohesion Policy**

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*Towards an integrated transport system in the Baltic Sea Region*
**Integrated Transport System**

*Use less energy by exploiting the strength of each mode*

- **Eliminating residual obstacles**
  - Effective market opening in all modes

- **Enhancing interoperability**
  - Technical standards, Single transport document

- **Getting prices right**
  - Internalisation of external costs, subsidies

- **Informing users, shaping behaviour**
  - Integrated ticketing, soft incentives, labels

- **Less congestion**
- **More use of rail and waterborne**
- **Higher resilience**
Clean transport fuels
Use cleaner energy to end oil dependency

- Setting long-term targets
  Share of alternative fuels, Efficiency standards

- Supporting research & innovation
  Technical standards, Demonstration projects

- Incentives and public procurement
  Clean Vehicles Directive, Company car taxation

- Infrastructure
  Refuelling stations, Smart grids

- Security of supply
- Low-carbon energy
- Certainty for investors
Better infrastructure
Exploit existing infrastructure more efficiently

- Deploying ITS
  Multimodal traffic management systems
- Integrating modes
  Transhipment platforms and multimodal hubs
- Establishing Green Corridors
  Co-modality and advanced technology
- Revising transport funding
  Single funding framework

A transport system that is:
✓ Multi-modal
✓ Intelligent
✓ Efficient
as well as natural and infrastructural developments...

Gdansk/Gdynia the largest Baltic container port as of 2010

India to become the world economic power

Source: www.voxeu.org/index.php?q=node/4428
...can change geography of freight flows in the BSR

- Drop in port turnover volumes on the Baltic Sea (IMO regulation)
- Preferred pattern: N-S feeding of Adriatic/Mediterranean ports from the BSR by trucks?
- Dynamic container feeder service from Gdansk/Gdynia as a new gateway to BSR market
- Fierce competition for Asian cargo transported by rail across the continent
- Barents vs. South Baltic? Centre of political gravity moving north?
- Problems of last mile investment to match vigorous growth along MoS links
- Road/rail capacity in the BSR adequate?
Could the current Interreg projects be of help?
Green corridors a shared notion...

EU/national legislation and policies
- BaltSeaPlan
- TransBaltic
- EWTC II
- BSR InnoShip

Pollution from maritime transport - prevention, mitigation
- BALTRAD
- Baltic.AirCargo.Net
- TransBaltic
- EWTC II
- EfficienSea
- NECL II
- BSR InnoShip
- RBGC

ICT and telematics in transport
- Baltic Biogas Bus
- NECL II
- Baltic.AirCargo.Net
- TransBaltic
- EWTC II
- EfficienSea
- NECL II
- BSR InnoShip
- RBGC

Competence, skills and education in transport
- Baltic Master II
- EfficienSea
- BSR InnoShip
- CleanShip
- BRISK

EfficienSea
- TransBaltic
- BSR InnoShip

TransBaltic, EWTC II, Scandria, RBGC, NECL II

Transport safety and security
- C.A.S.H.
- EfficienSea
- EWTC II
- BALTRIS

Air cargo component, air/road interoperability
- Baltic.AirCargo.Net

Biofuels, fuelling stations, cities as last mile sections of corridors
- Baltic.Biogas Bus
- NECL II

Green corridors, transport system, impact on regional development
- Baltic.AirCargo.Net
- TransBaltic
- EWTC II
- EfficienSea
- NECL II
- BSR InnoShip

Management of heavy goods
A bottom up alliance...

- Signed in November 2009
- Input from regional level to the GC concept
- Harmonisation of work and mutual responsibilities till late 2012
- Several joint seminars and workshops
- Cooperation open to other corridor initiatives
Towards an integrated transport system in the Baltic Sea Region

...with division of labour in working out the concept

- Inventory of GC best practices, barriers for sustainable transport
- Set of key performance indicators for testing
- Corridor investigations - feasibility of GC concept across the BSR
  - Input from other corridor projects?
- Impact of the green scenario

- Green corridor manual and information broker system
- Scandria Green Corridor Strategy 2030
- GC model for the Baltic Sea Region

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Towards an integrated transport system in the Baltic Sea Region
TransBaltic’s **green scenario**

- **Driver:** relevant regulations by the Commission and EU Member States (within the framework of the Europe 2020 Strategy)

- **Investments,** harmonisation and stimulation of business models as introduced **measures**

- **Public administration** to supervise and repair system failures in green corridors performance

- **Steering mechanisms** adjusted to specific natural and socio-economic conditions of each corridor

- **Future transport system** to be based on existing nodes and corridors but **centralisation and concentration processes** visible

- **Fewer transit corridors and bigger,** multifunctional ports competing for E-W and N-S flows?
The old mono-modal network is cancelled...
Network of green multimodal transport corridors instead?

- Target: green corridors spread over the whole BSR territory
- Question mark on the routing of the Motorway of the Baltic Sea on the ECOM maps
- New TEN-T links + MoS links + nodes (ports, inland terminals, dry ports) to form a functional network
- Complementary short sea links needed in the central and northern part of the Baltic Sea!
Looming threats for green corridors in the BSR

- Negative response from the market to possible new regulations?
- Lack of coordinated policy support, leadership and stakeholder involvement across the BSR?
- No extension of the green corridor concept to Russia?
- No efficient education and promotion measures on green services and products?
- Still existent barriers to the development of co-modal business models?
- Need for equal operation standards in eastern and western parts of the BSR?
A new East-West divide?

- Green solutions **too costly** for new EU Member States and Russia
- **Conventional infrastructure** preferred - to improve connectivity to European markets and increase competitiveness
- **Insufficient** human and monetary resources for green issues

The discussed *way out*:

- green technologies offered on reasonable financial conditions
- awareness raising campaign on economic benefits for going green
- deeper international cooperation for development of green corridors
Thank you for your attention!

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