

# BALTIC GATEWAY



[www.balticgateway.se](http://www.balticgateway.se)

## Vilnius

### 30 March 2010

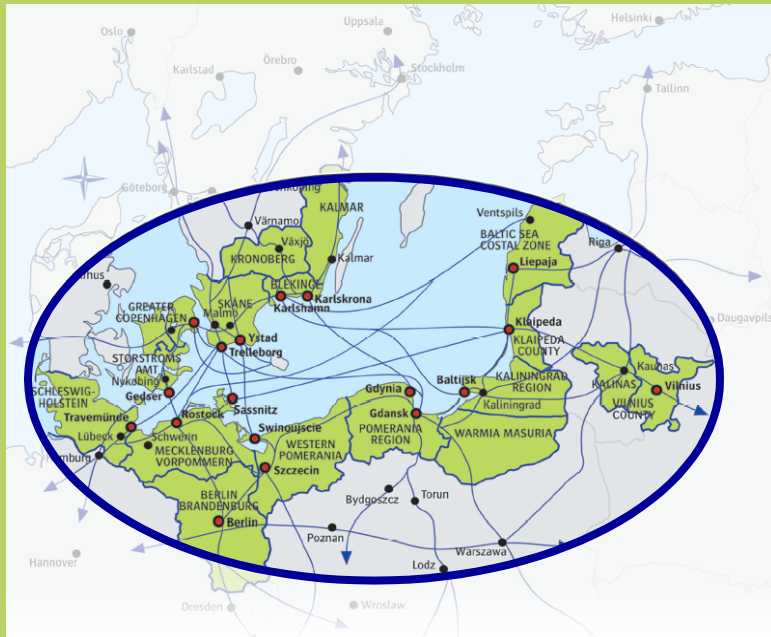
*Bengt GUSTAFSSON*  
*Region Blekinge*



Project part-financed by the  
European Union BSR Interreg IIIB



is lead partner



## BALTIC GATEWAY

[www.balticgateway.se](http://www.balticgateway.se)

**Proposing concrete improvements in the transport system.**

**Result: Quick Start programme**

## BALTIC GATEWAY PLUS

[www.balticgateway.se](http://www.balticgateway.se)

**Implementation and financing of the QSP.**

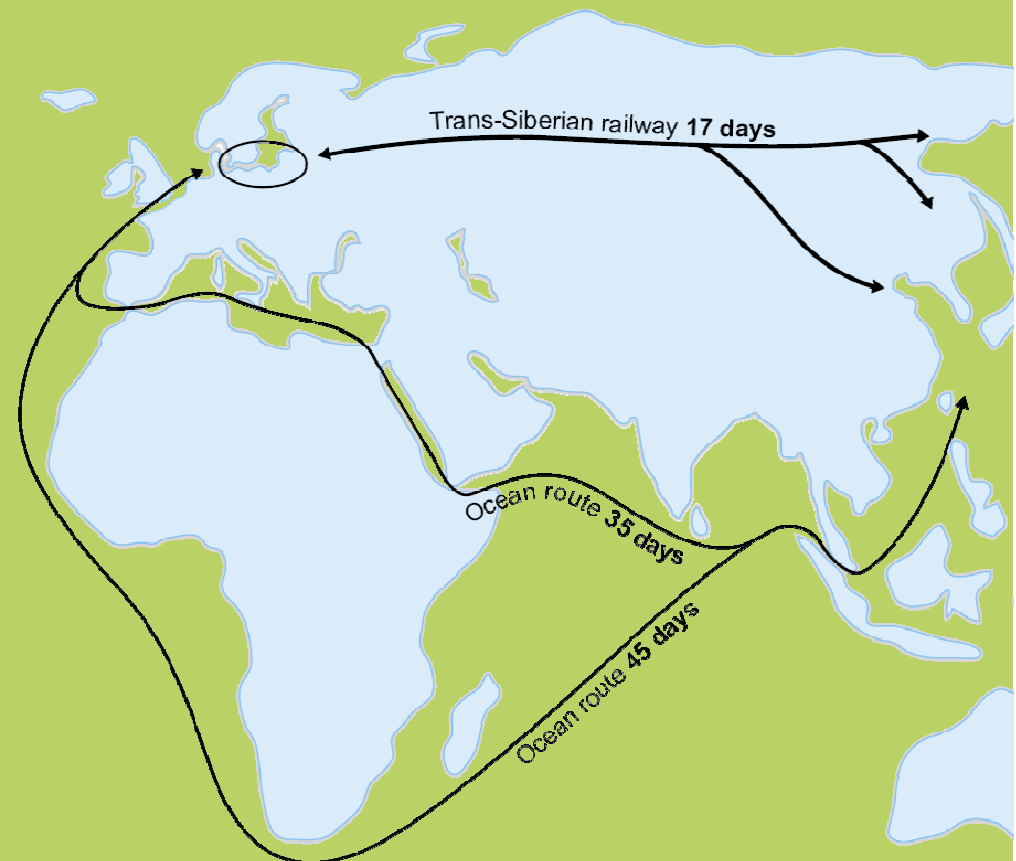
**Result: Action plan**

## South Baltic Sea area A Gateway in a European and Global perspective



**The South Baltic Sea is a global growth area with 50 mill people**

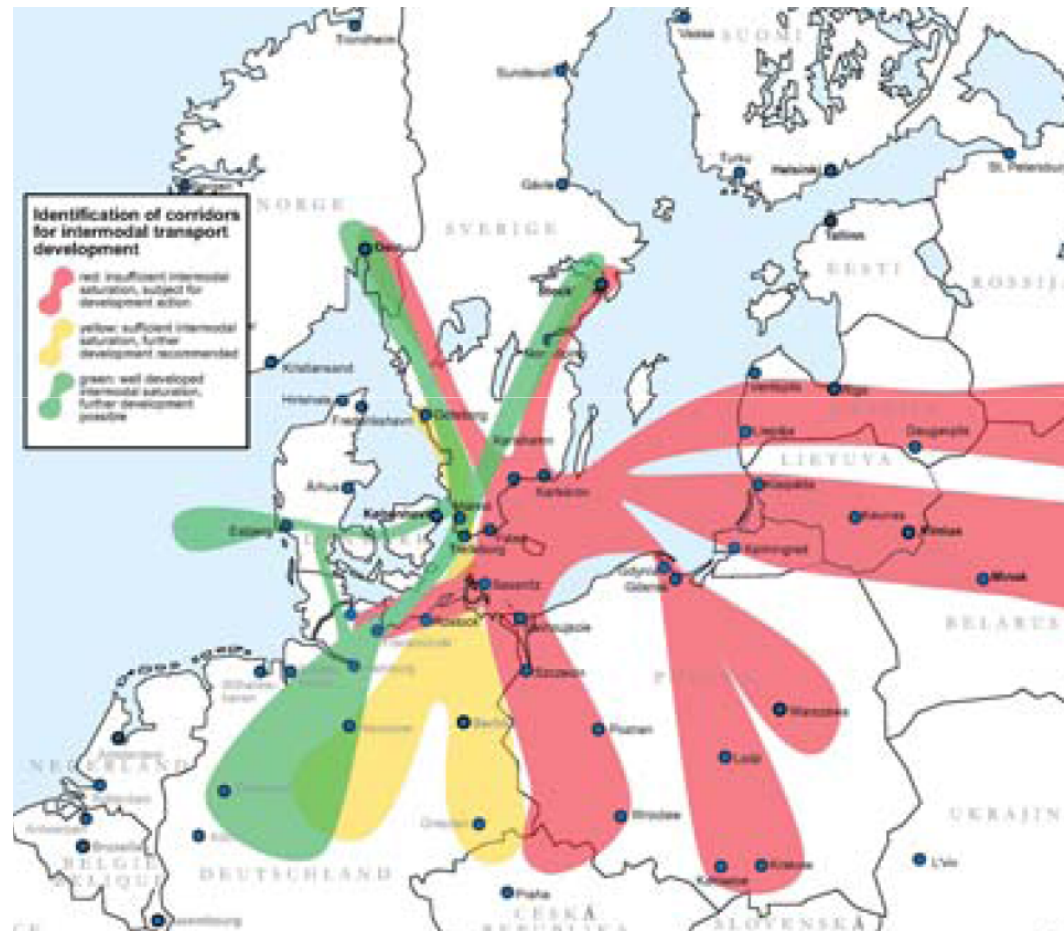
**The South Baltic Sea transport system requires special attention to support economic growth!**





# BALTIC GATEWAY

[www.balticgateway.se](http://www.balticgateway.se)



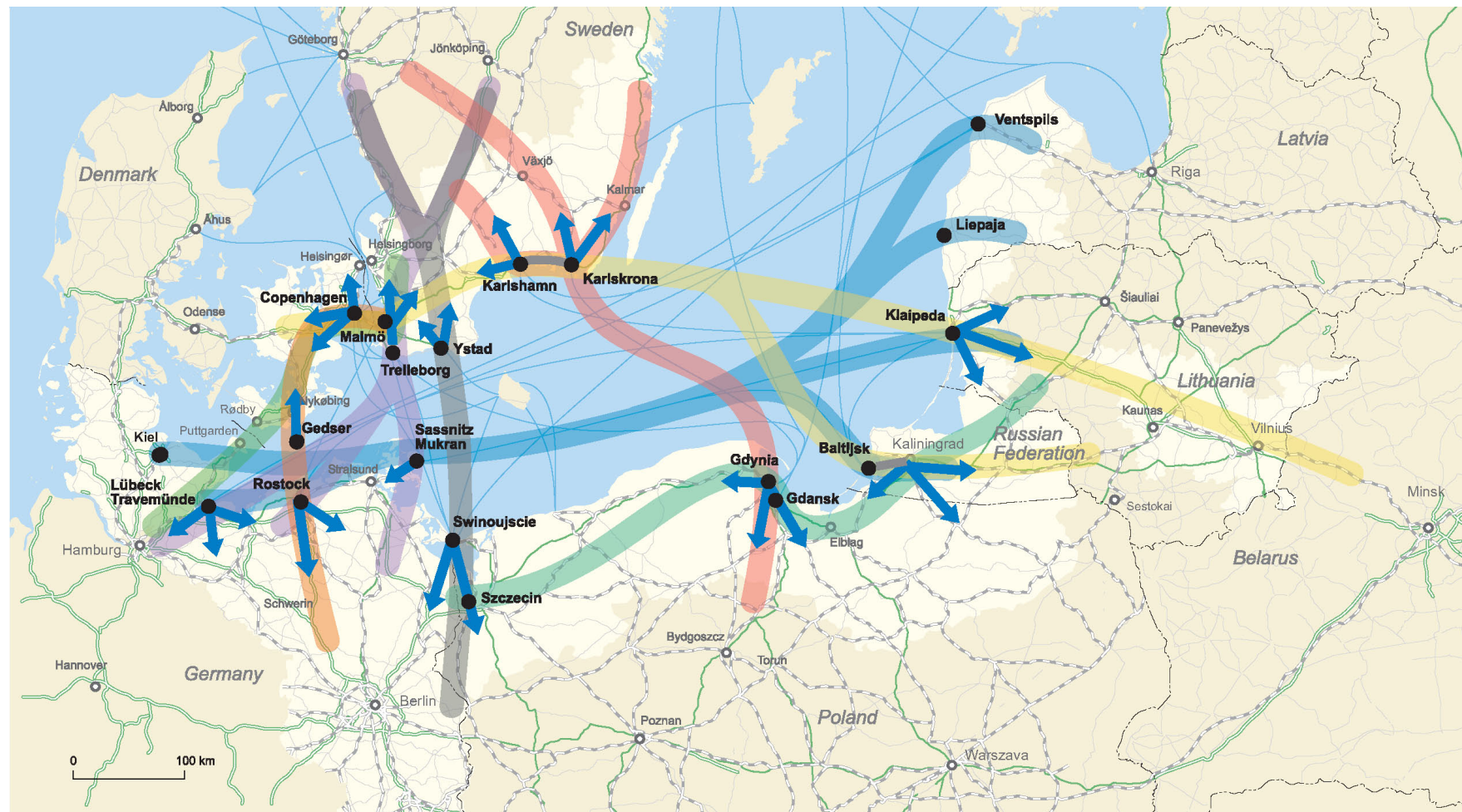


**Jacques Barrot**

Vice-President of the European  
Commission in charge of  
transports

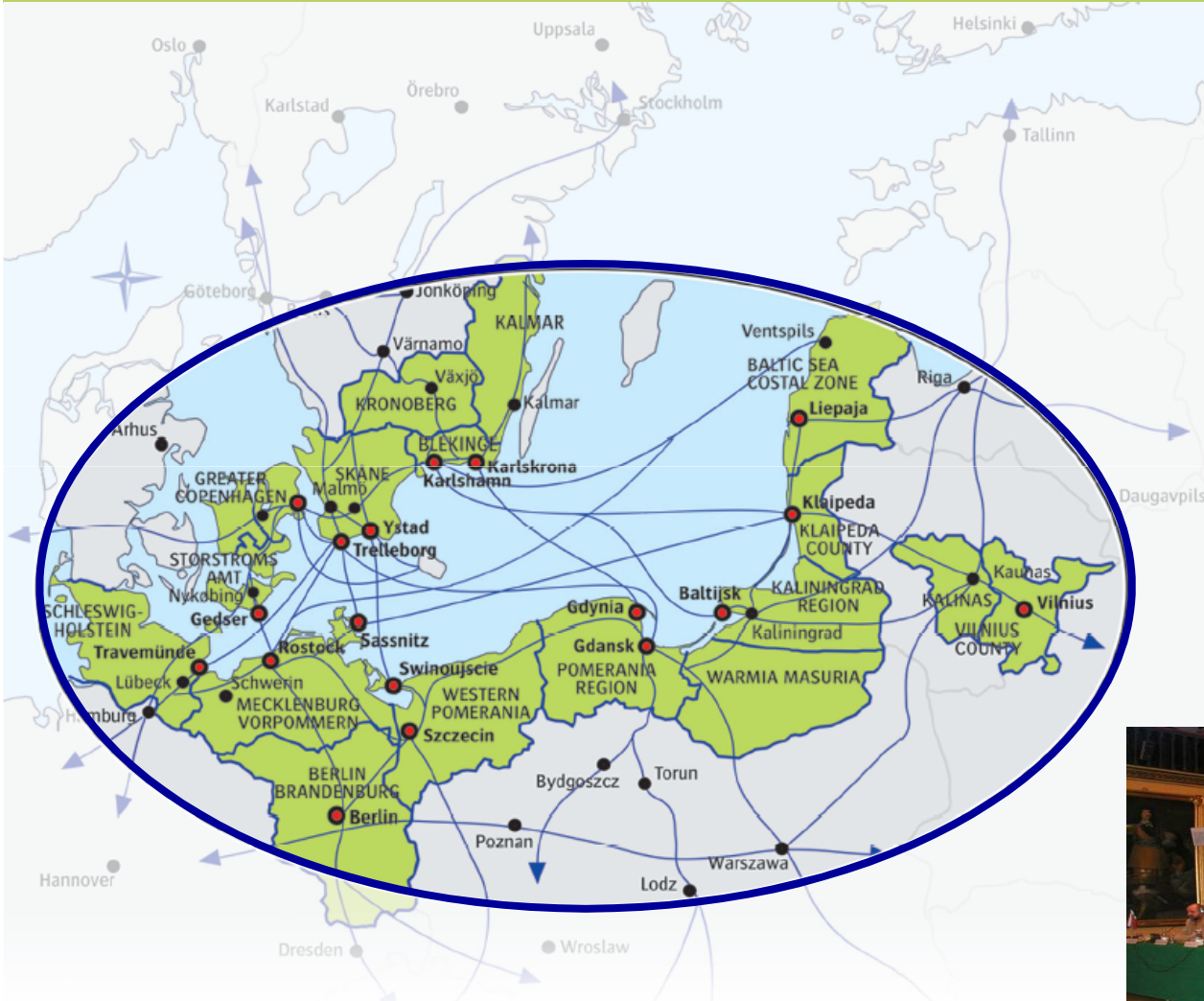
*“The choice of a port to become a “motorways of the sea, port” will have significant economic repercussions for the region concerned”.*

## Complement to TEN-T with focus on ports





[www.balticgateway.se](http://www.balticgateway.se)



***Proposing concrete improvements in the transport system***

- Capacity building /ITS
- Ports/ services/ITS
- Hinterland connections



## BALTIC GATEWAY QUICK START PROGRAMME

### Joint transport priorities in the South Baltic Sea area

**BALTIC GATEWAY**  
Joint Political Statement on the commitment of the South Baltic Sea regions to implement the Baltic Gateway Quick Start Programme, Rostock, Germany, 23-24 February 2006

#### Political Statement

##### Joint Political Statement on the commitment of the South Baltic Sea regions to implement a Baltic Gateway Quick Start Programme

We, the leading political representatives of the South Baltic Sea region, assembled at the Baltic Gateway conference 'A Quick Start Programme for the South Baltic Sea area', organised in Rostock, 23-24 February 2006, agree to continue the joint co-operation based on the following points of understanding:

We recognise the unique challenges and opportunities facing our regions as global trade and contacts continue to increase across borders and continents.

Globalisation of the economy and European integration has already resulted in structural changes, which influence natural, economic, cultural and social conditions in our regions. Our geographical location offers both opportunities and hindrances when managing rapidly growing flows of cargo transport, passing through our regions and cities. As we are inevitably dependent on maritime transport services, and facing common threats, we recognise new possibilities related to the globalisation of industrial production, logistic chains and the information technology. We conclude that

- the transport system in the South Baltic Sea area requires specific attention, which motivates joint regional initiatives across national and administrative borders,
- the South Baltic Sea is in a global context an area, which offers challenging growth for business renewal and

We acknowledge European goals and priorities.

We share the goals of the Lisbon process, the European policy for cohesion and sustainable growth, and related European policies including the decision on the TEN-T priority projects, which includes several projects of vital importance to our specific geographic area. We also acknowledge the need to include additional transport axes connecting the Baltic Sea in a future revision of the TEN-T priority projects. We welcome the High Level Group proposal to extend the major trans-European transport axes to neighbouring countries and regions.

We acknowledge that a well functioning transport system is essential for sustainable economic growth and the well-being of all citizens in this part of the world.

Better integration of national and regional networks will foster co-operation and integration within EU, and with neighbouring countries and regions. A practical and inexpensive solution is to connect the maritime-related inter-modal transport system in the regions around the South Baltic Sea. This will bridge the gaps between our countries and regions, and cope with the challenge of developing an efficient gateway for trade by sustainable transport modes and services.

#### BALTIC GATEWAY

Joint Political Statement on the commitment of the South Baltic Sea regions to implement the Baltic Gateway Quick Start Programme, Rostock, Germany, 23-24 February 2006

*Reginald Johnson*  
Chairman of the Board  
Region Blekinge

*Mads Lebech*  
Chairman  
Greater Copenhagen Authority

*Jan Kozłowski*  
Marshal  
Pomeranian Region

*Uno Aldgren*  
President of the Regional Executive Board  
Region Skåne

*Janusz Cichou*  
Member of the Board  
Masuria Region

*Reginald Johnson*  
State Secretary  
Ministry for Infrastructure and Spatial  
Development Land Brandenburg

*Anders Åkesson*  
Chairman of the Board  
Regional Council of Kalmar County

*Helmuth Kock*  
Minister  
Land Mecklenburg-Vorpommern

*Kurt Richter*  
Deputy Head of Department of Transport and  
Road Construction  
Land Schleswig-Holstein

*Beat Norrman Olsen*  
County Mayor  
Sør-Trøndelag Region

*Henrik Ruppik*  
Vice Marshal  
Western Pomerania Region

#### BALTIC GATEWAY

Joint Political Statement on the commitment of the South Baltic Sea regions to implement the Baltic Gateway Quick Start Programme, Rostock, Germany, 23-24 February 2006

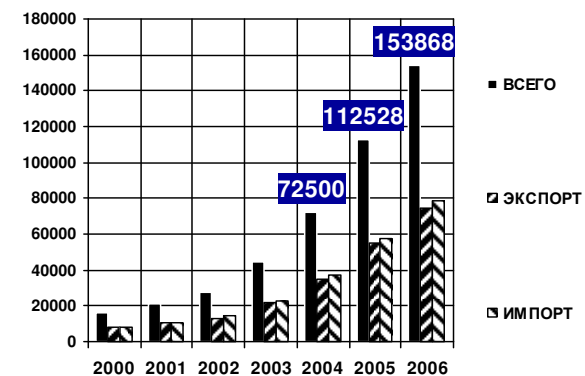
#### Group B: Complementary projects of importance to the South Baltic Sea area

Capacity building projects	
1	Development of inter-modal Portion Centers (PCs) in the South Baltic Sea area Total investment: 15 MEUR in total during a 5 year period
2	Promotion of interoperable IT-solutions through port co-operation Total investment: 15 MEUR in total during a 5 year period
3	Development and implementation of an educational programme in transport and logistics Total investment: 5 MEUR in total during a 5 year period
Improvements of inter-modal hubs	
4	Promote the following TEN-T ports as inter-modal hubs, through development of infrastructure and services jointly by private and public stakeholders: Gdynia, Kaliningrad/Baltiysk, Klaipėda, Liepāja, Ventspils, Copenhagen-Malmö, Trelleborg, Ystad. Total investment need indicated by the ports: 600-700 MEUR Total investment need indicated by the ports: 3230 million EUR. Time frame: To the year 2015
Intermodal connections, Total investment need: 100 MEUR	
5	Angermünde – Szczecin, railway upgrading Total investment: 200 MEUR
6	Berlin – Stralsund via Angermünde, railway upgrading Total investment: 800 MEUR
7	E22, Malmö – Östersund, road upgrading Total investment: 570 MEUR
8	Lund Lyngby, new railway Total investment: 270 MEUR
9	Olofström – Karlshamn, new railway Total investment: 60 MEUR
10	National road No 10, Ystad – Kristianstad, road upgrading Total investment: 10 MEUR
11	Swinoujscie – Kołobrzeg, railway upgrading Total investment: 215 MEUR
12	S3 (E65) Świnoujście – Szczecin new road and partly road upgrading Total investment: 200 MEUR
13	S6 (E28) Szczecin, Northern bypass, new road Total investment: 300 MEUR
14	S6 (E28) Gdynia – Lębork – Słupsk, new road and partly road upgrading Total investment: 250 MEUR
15	S7 (E77) Gdynia Southern bypass and main access to Gdynia Port (Sucharski code), new road Total investment: 300 MEUR
16	S10 Ostroda – Ciechanów, road upgrading including Ciechanów bypass Total investment: 250 MEUR
17	Lituanian Corridor DAB Road and railway upgrading Total investment: 50 MEUR
18	Nykøbing Ring Road, Halmstad – Göteborg, new construction and upgrading of road Total investment: 87 MEUR

## Kaliningrad Oblast:

**Bottlenecks along the Kaliningrad  
Moscow Corridor**

**Intermodal Terminal Concept for  
Kaliningrad Oblast**



## Results from Baltic Gateway

- Established political co-operation in the South Baltic Sea area
- New knowledge produced
- Harmonized co-operation / New networks and partnerships
- Results from concrete work in different tasks
- Increased awareness of the importance of "soft" measures
- Joint priorities, the Quick Start Program
- Base for a MoS call **resulting in 3 MOS projects**
- Two new Interreg projects
  - *Baltic Gateway PLUS*
  - *East West Transport Corridor*



## Strategy:

Develop a multimodal freight transport system to support economic growth and integration in the South Baltic Sea

## Action plan *"Some of it included in the Baltic Sea Strategy/Action Plan"*

1. Strategic transport Co-operation in the SBSa
  - Strategic co-operation
  - EU-policies and TEN-T
2. Implementation and financing toolbox
  - Financing toolbox
  - Preparation for road and rail investments
3. Capacity building
  - Intermodal Promotion Centres
  - Educational programme
4. Port co-operation and "green" transport corridors for freight.
  - Green transport corridors for freight
  - Rail Shuttle development
  - e-freight
5. Maritime Environment and Security





# BALTIC GATEWAY

[www.balticgateway.se](http://www.balticgateway.se)

**Thank you for your  
attention!**

**[www.balticgateway.se](http://www.balticgateway.se)**

**Bengt Gustafsson**

[bengt.gustafsson@regionblekinge.se](mailto:bengt.gustafsson@regionblekinge.se)

+46 708 287153

