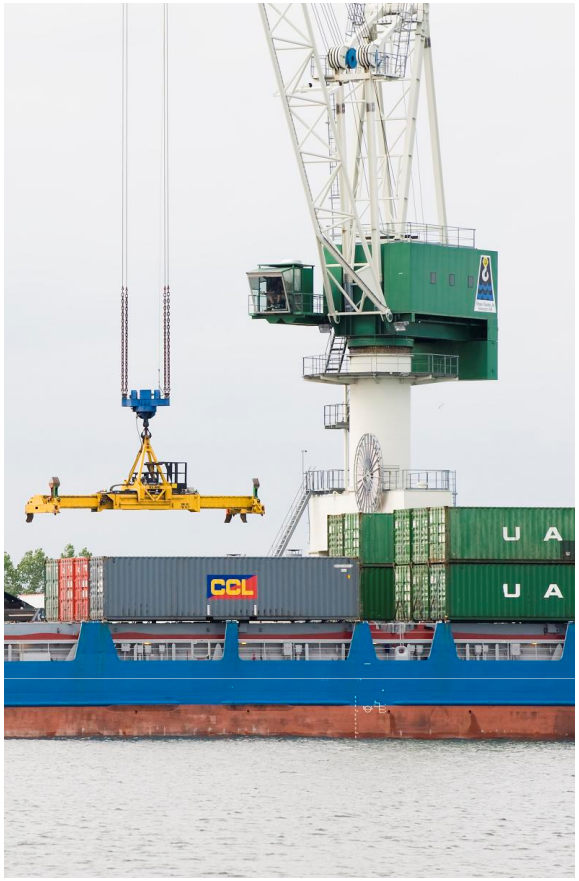

TransBaltic

Towards an integrated transport system in the Baltic Sea Region

”GREEN TRANSPORT SCENARIO 2030”

Helena Kyster-Hansen
Tetraplan

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Baltic Sea Region Programme 2007–2013
REGION SKÅNE
REGION VÄSTERBOTTEN

30	% of people will be aged 65 or more in the EU by 2060
9	billion global population by 2050
80	% reduction in GHG emissions of developed countries by 2050
97	% dependence of transport on fossil fuels & increasing scarcity
84	% of Europeans will live in urban areas in 2050

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Global Trends, spatial development until 2050

- **Europe as a whole for the coming decades**
  Growth in mobility
  New generation vehicles
  Road dominant mode, with ITS
  New dedicated rail lines
  Increasing overseas volumes
  Increasing air trips
  Stable energy consumption, renewable
- **Trends in the Baltic Sea, specific for navigation**
  Maritime traffic increasing
  Strong growth in oil transports
  New Risk Control Options
  Increased risks for collision and groundings
  Winter Navigation

Global Trends, spatial development (Wild Cards)

- **Refers to unlikely events that may have potentially large impacts**

Alternative energy sources, new ICT and transport vehicles, global warming, oil-peak are well known

For the Baltic region, the political evolution of Russia and CIS, and the enlargement processes of Europe are vital

The Northeast passage; How will this change flow of goods?

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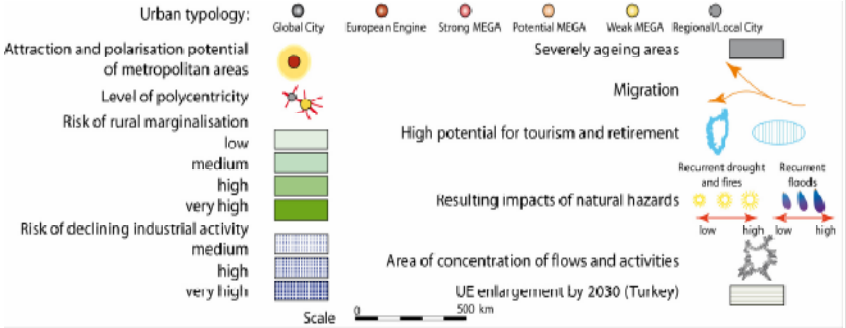
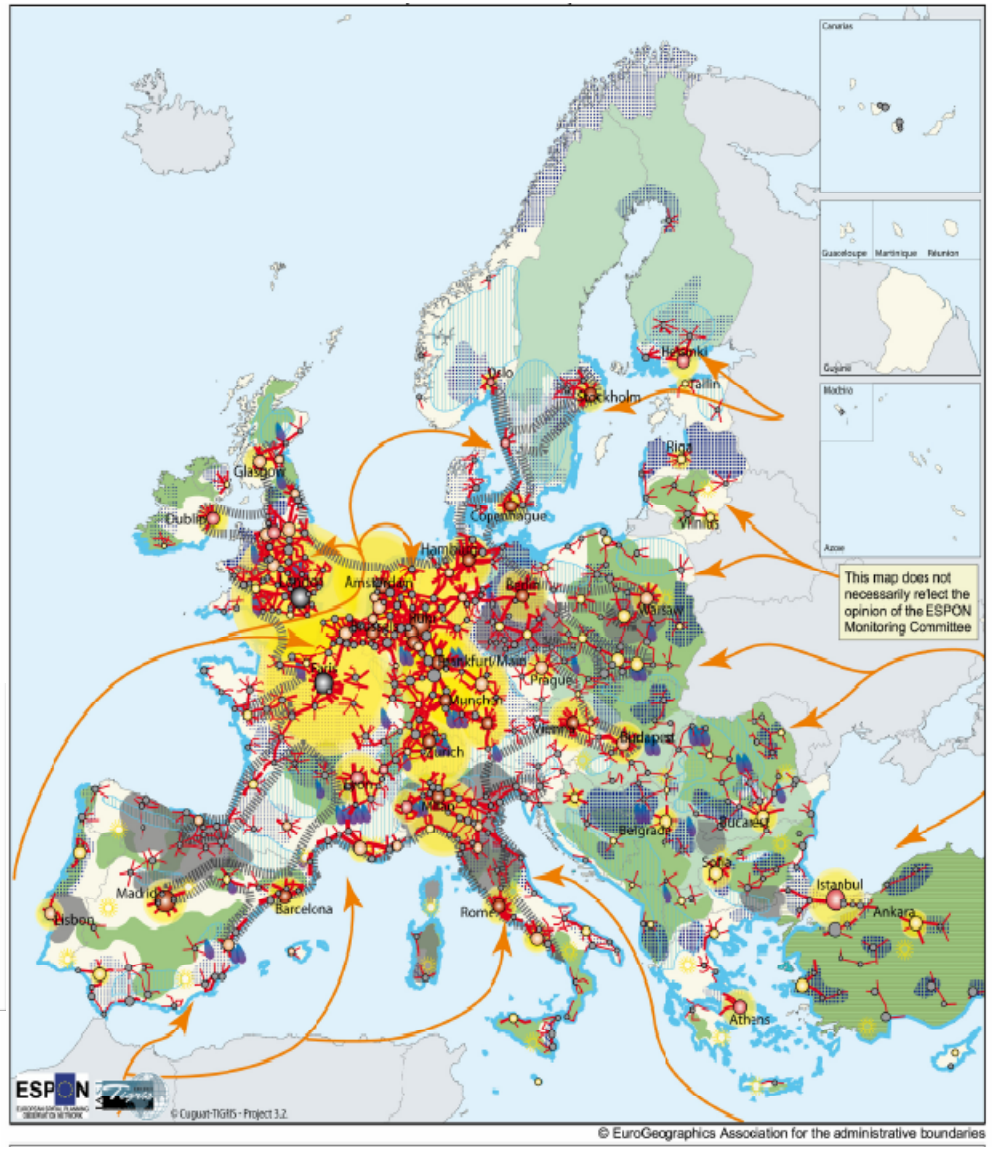
Towards an integrated transport system in the Baltic Sea Region

Baseline scenario 2030





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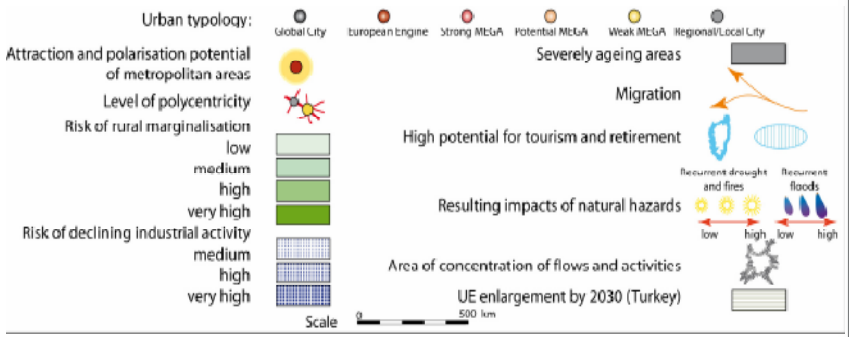
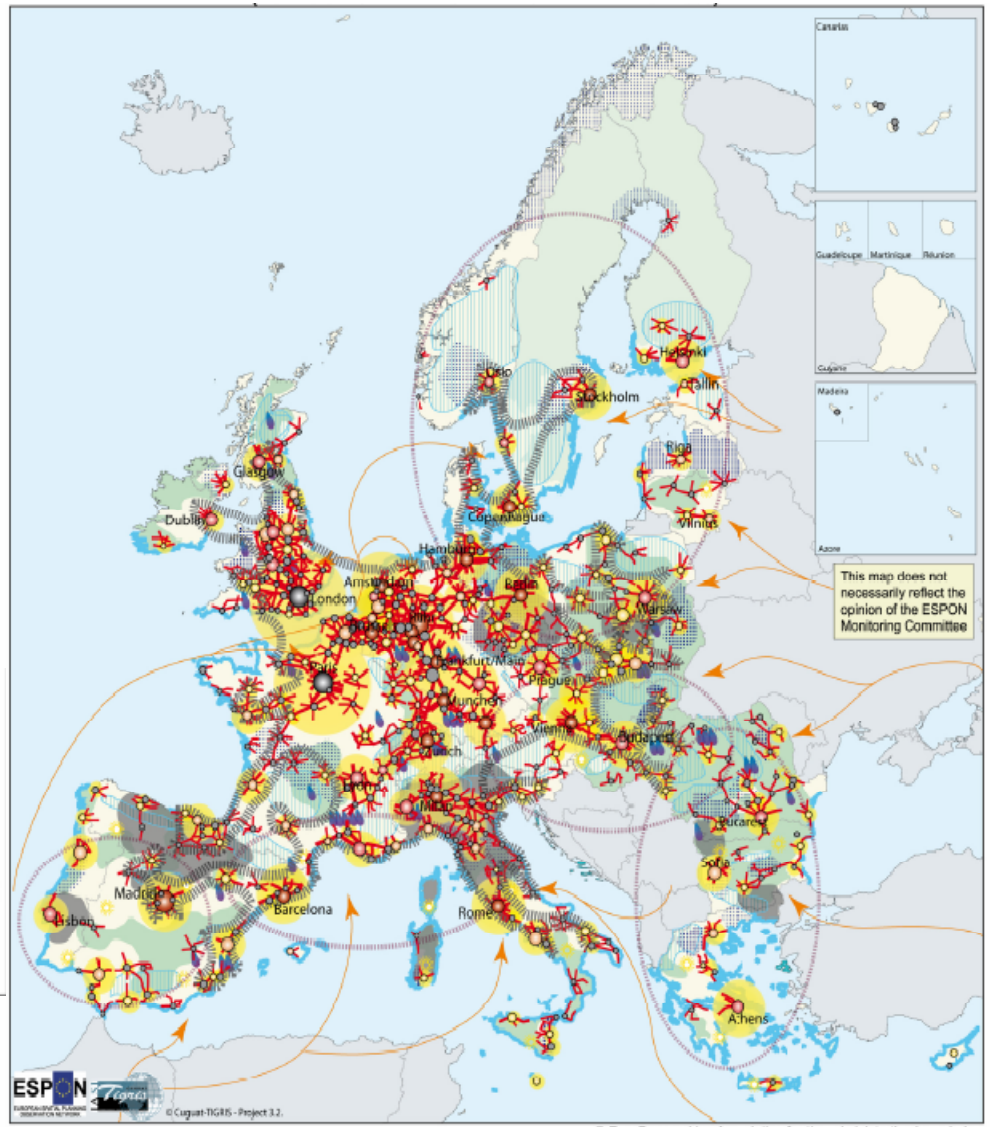
Cohesion-oriented scenario





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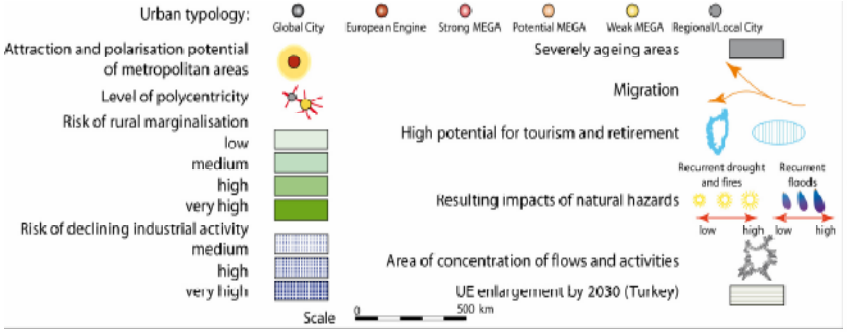
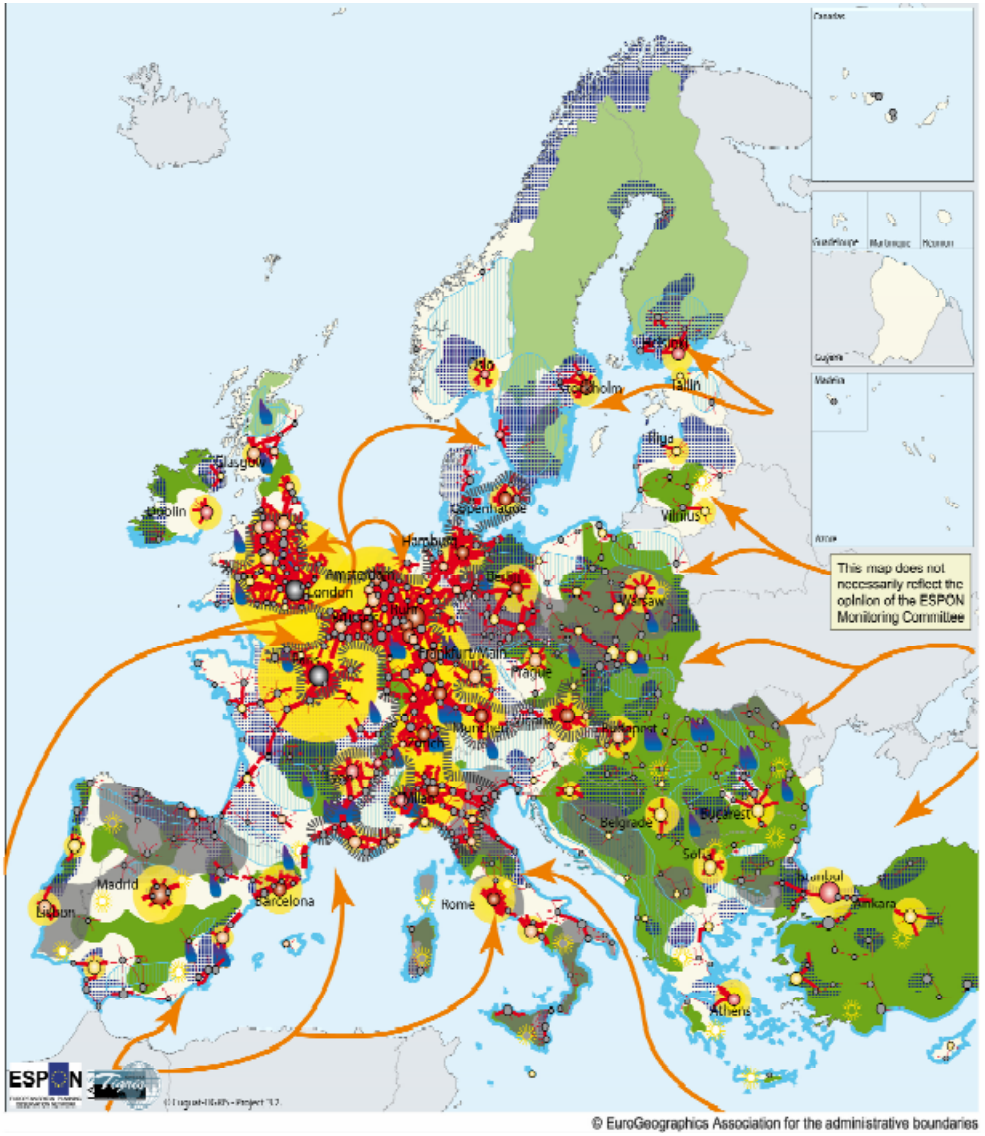
Competitiveness-oriented scenario





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Green Transport Scenario 2030

- Better life for most
- Mode of thinking: ”Governance”
- Cooperation
- Shift of resources
- Baltic Sea recovers
- Rapid economic development
- Education system using “next practise”
- Inclusion

(SIDA 2008 – SWECO Eurofutures)

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Towards an integrated transport system in the Baltic Sea Region

Characteristics of the Baltic territory:

- Low population density
- Long distances between metropolitan areas
- Numerous hardly accessible and peripheral regions
- Well developed knowledge based economy
- The most developed and the fastest developing countries together
- Hardly functional region in economic terms
- Strong density of trans-national public and NGO co-operation network

Specific macro-regional trends

- Baltic Region outperforms the rest of the EU but likely to loose global economic weight
- Convergence of Baltic countries, Poland, and Russia to the Nordic levels of prosperity likely to continue
- Relative growth of the economic importance of Russia, Poland, and Baltic countries; Nordic share dropping
- Over the next 15 years, demographics benefit the GDP per capita level on the eastern shores of the BSR but then the trend moves into the opposite direction

Moderately positive outlook for the economic prospects of the region

- Regional collaboration can become the ‘turbo’ of regional growth, with the right conditions
- The European integration process is the most critical driver of Baltic Sea cooperation
- The most benefits, if the region moves towards a new model of collaboration, with the changing external conditions

Green transport scenario:

EU regulations and rules of the EU neighbouring countries lay ground for developing a network of green multimodal transport corridors as a priority network in the BSR (present TEN-T network).

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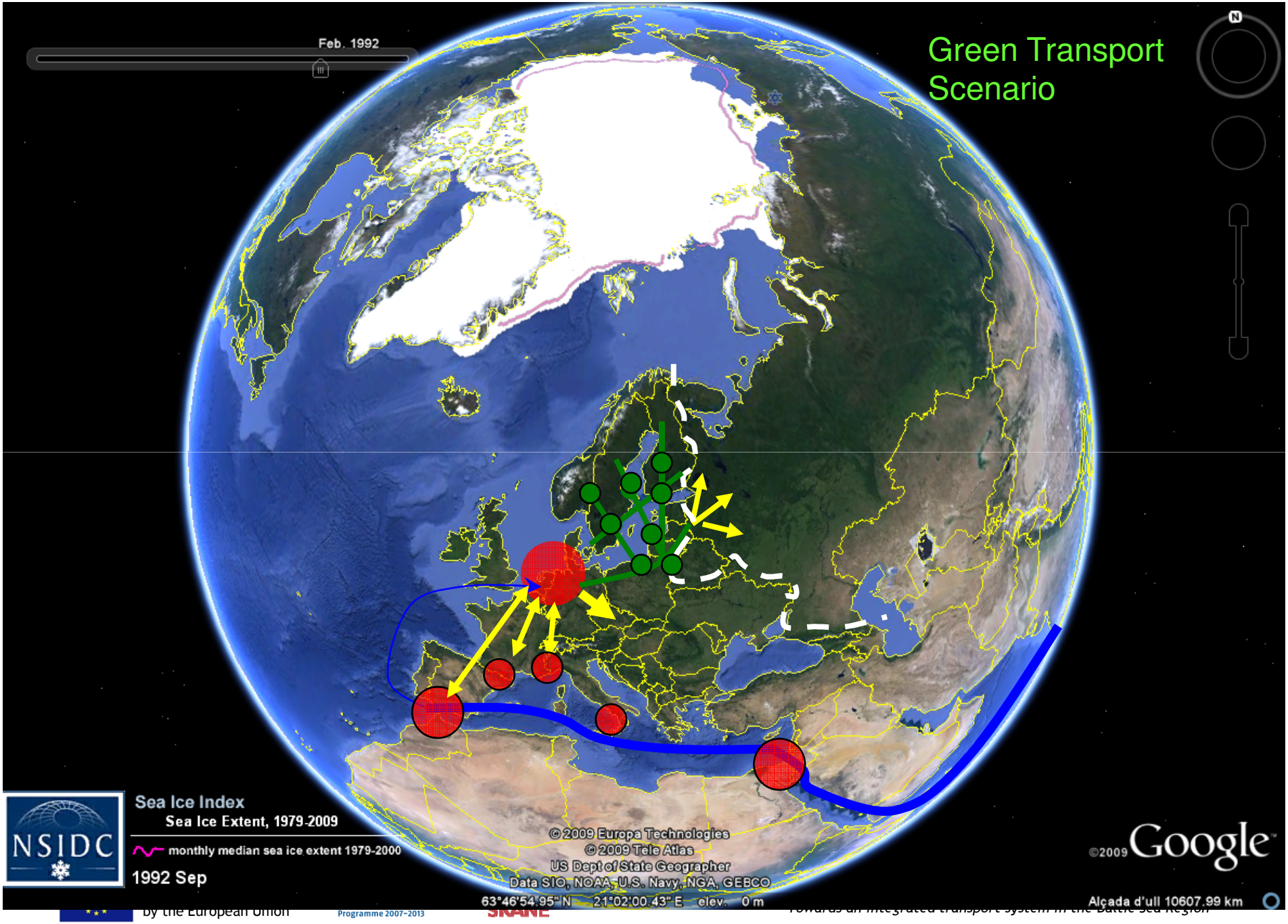
Feb. 1992
Green Transport Scenario
Sea Ice Index
Sea Ice Extent, 1979-2009
monthly median sea ice extent 1979-2000
1992 Sep
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US Dept of State Geographer
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
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