



Trans Baltic

Towards an integrated transport system in the Baltic Sea Region

”GREEN TRANSPORT SCENARIO 2030”

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Tetraplan



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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 passenger mobility and freight mobility
 - New generation of more specialized vehicles
 - Road as a dominant transport mode, with online pricing and intelligent management systems
 - New rail services in dedicated lines linking major ports and logistics areas
 - Increasing volumes of freight from overseas markets
 - Increasing air trips in a more dense network of airports
 - Stable energy consumption, substitution fossil fuels with renewable sources
- **Trends in the Baltic Sea, specific for navigation**
 - Maritime traffic increasing in the Baltic Sea
 - Oil transportation will grow significantly especially in the gulf of Finland area
 - New Risk Control Options are scheduled in the near future
 - Increased risks for collision and groundings in the Baltic Sea
 - Winter Navigation may encounter problems in severe winters



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Global Trends, spatial development (Wild Cards)

- Refers to unlikely events that may have potentially large impacts

The development of alternative energy sources, new ICT and transport vehicles, impact of global warming, oil-peak are well known

For the Baltic region, the political evolution of Russia and former USSR republics, and the enlargement processes of Europe are of extreme importance

The Northeast passage will probably be open in 15-20 years. How will this change flow of goods between Europe and Asia/US west coast?



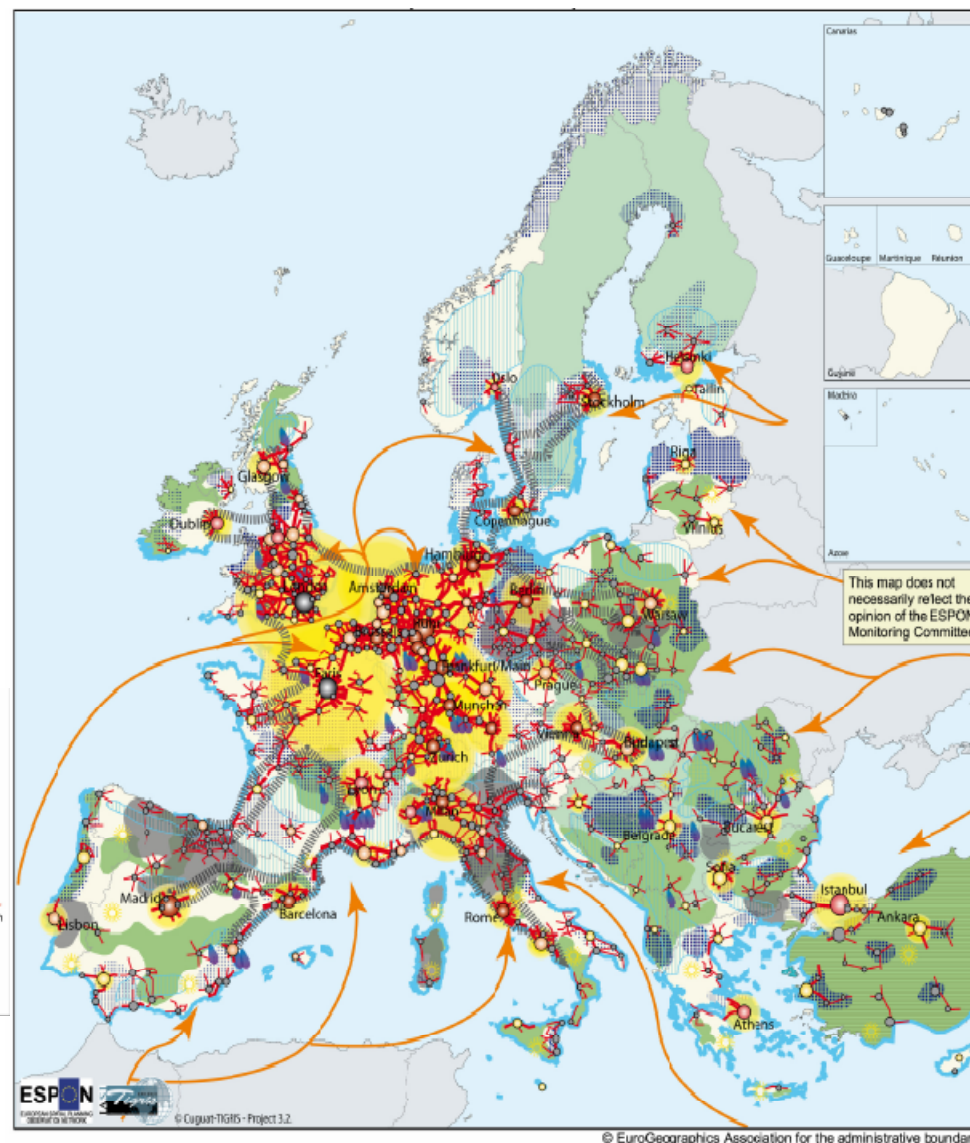
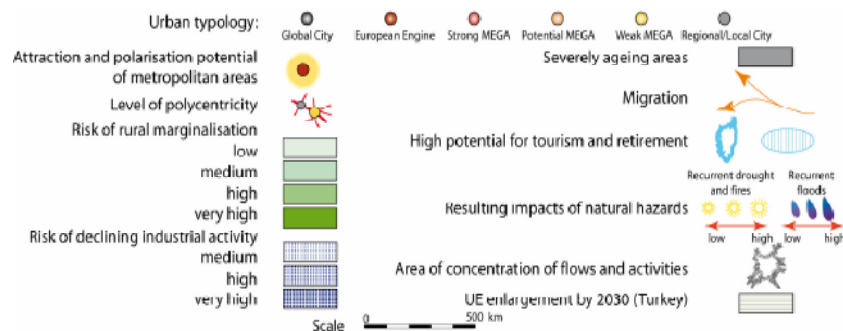
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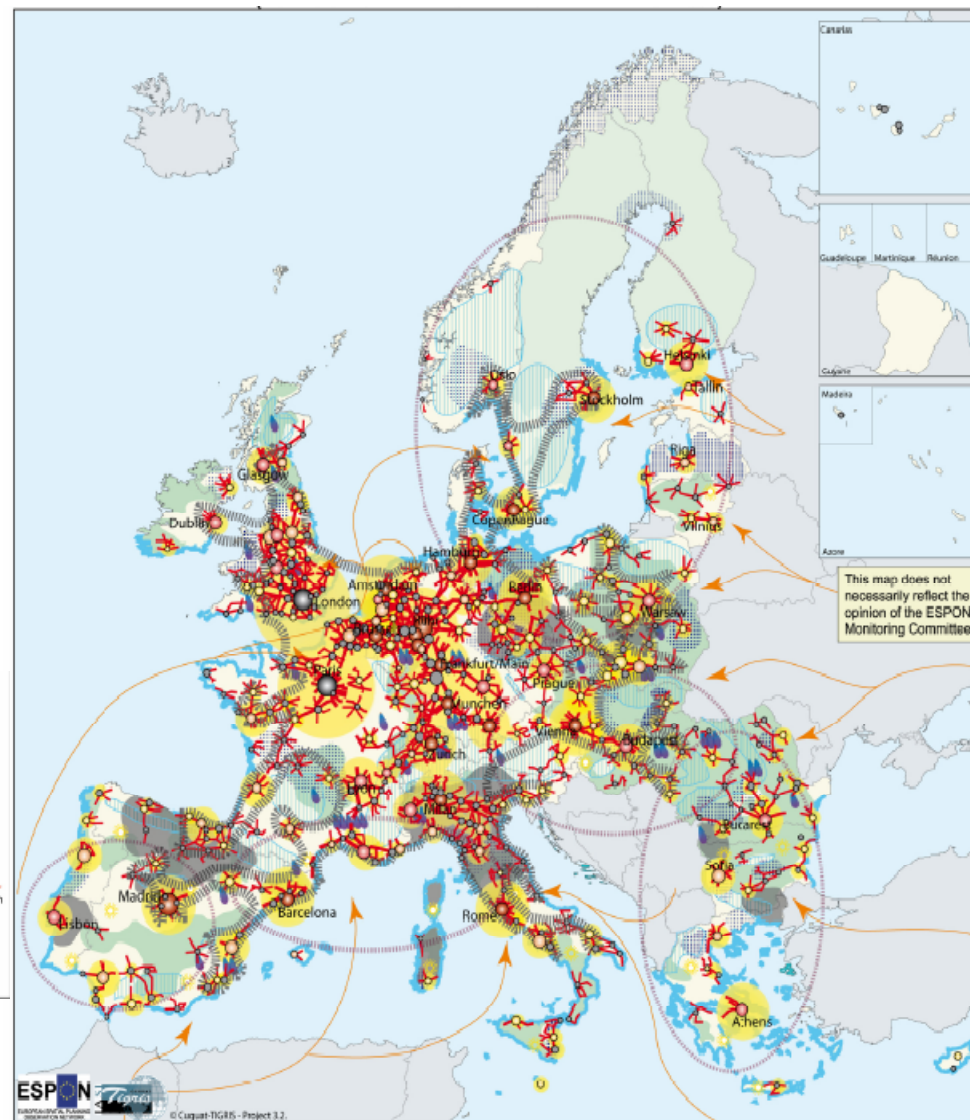
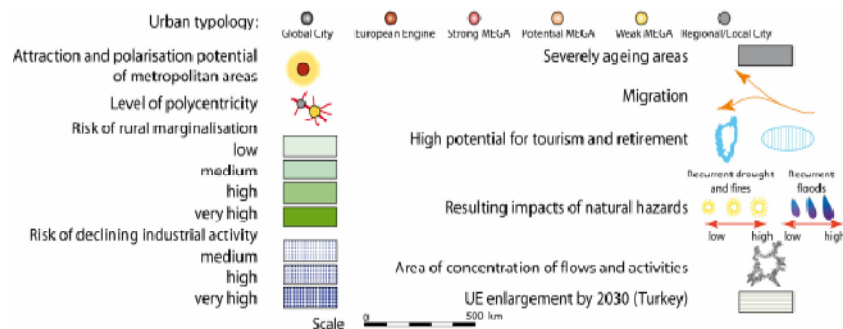


Baseline scenario 2030



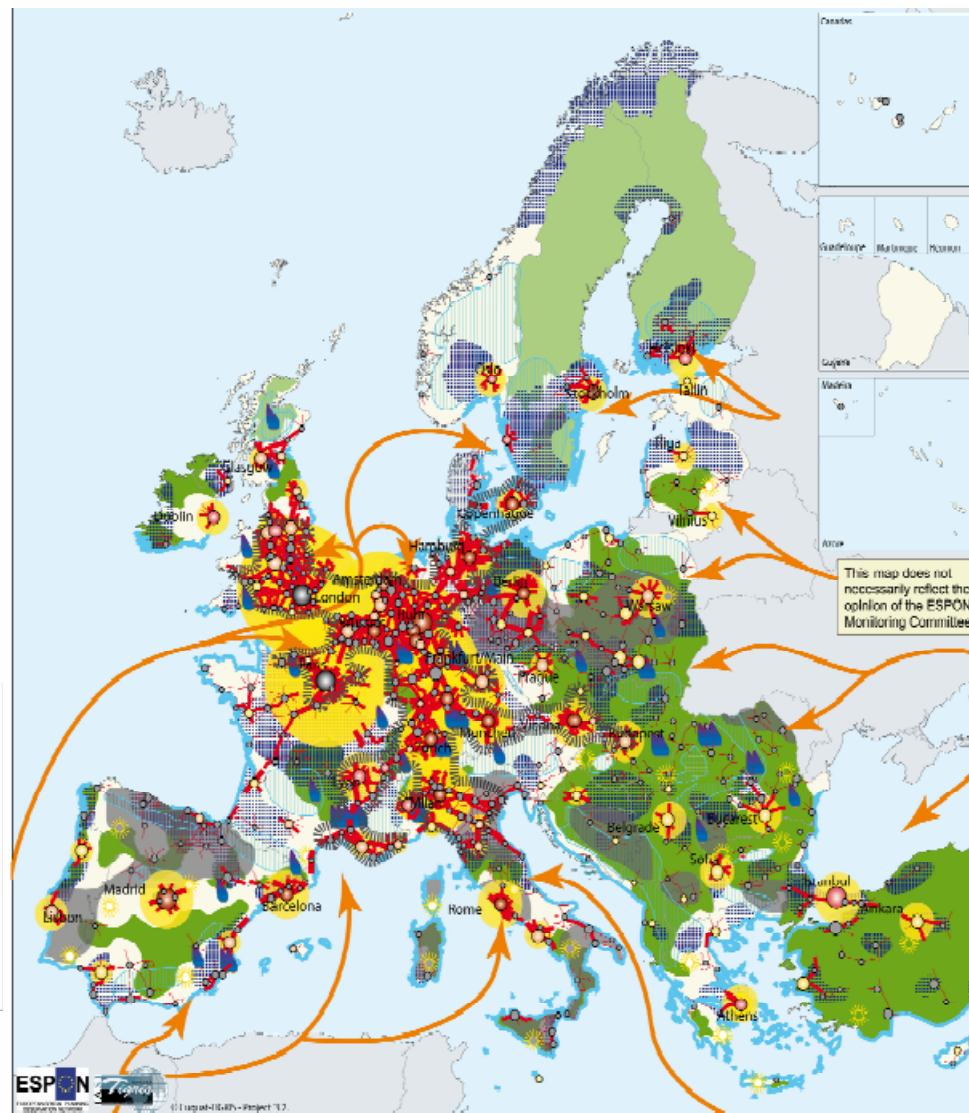
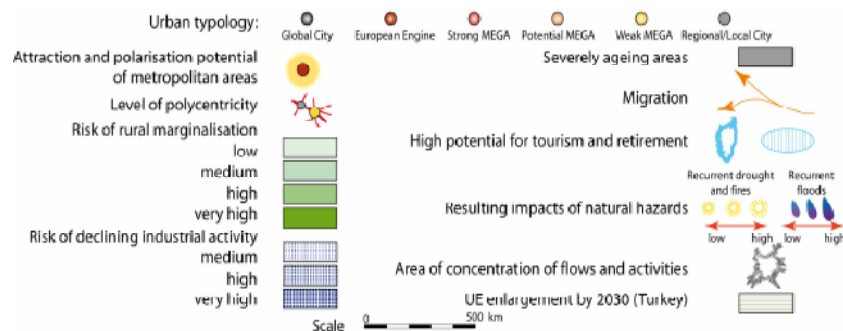


Cohesion-oriented scenario





Competitiveness-oriented scenario



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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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



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Specific macro-regional trends

- Baltic Region continues to outperform the rest of the EU but likely to lose global economic weight
- Convergence of Baltic countries, Poland, and (with some more uncertainty) 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 of GDP dropping moderately
- 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



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Moderately positive outlook for the economic prospects of the region

- Regional collaboration can become the ‘turbo’ of regional growth, if developments in the EU and/or Russia create the right conditions
- The future of the European integration process is the most critical driver of how important Baltic Sea cooperation will be
- The most benefits will occur, if the region moves towards a new model of collaboration, more in-line with the changing external conditions



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Towards an integrated transport system in the Baltic Sea Region

Green transport scenario:

Projecting the situation when the 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 (correspondent to 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

63°46'54.95"N 21°02'00.43"E elev. 0 m

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Alçada d'ull 10607.99 km

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Programme 2007-2013

SRARE

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