



Baltic-Adriatic Transport Cooperation

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Regional Government of Carinthia
Department for Economic Law and Infrastructure



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Gdansk, September 15th/16th, 2010

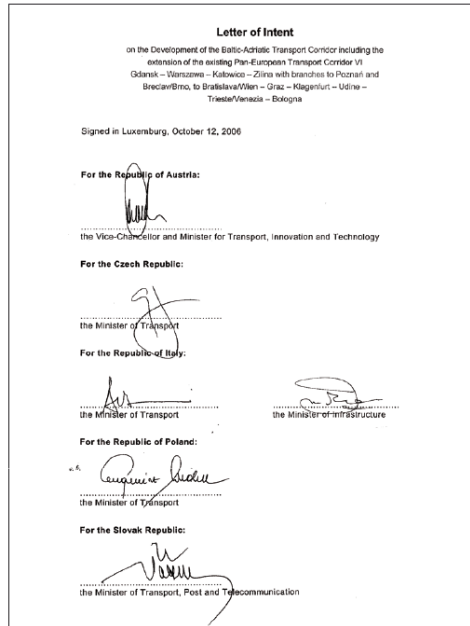
THE BALTIC-ADRIATIC AXIS

The **Baltic-Adriatic Axis** stands for the intermodal corridor (road and rail) which connects the Baltic-Adriatic sea basins and their relevant ports (Trieste, Venice, Ravenna, Koper, Gdansk, Gdynia), with primary hinterland cities between Poland to Italy.

The Baltic- Adriatic Axis is a backbone of the Central European transport network.



THE BALTIC-ADRIATIC AXIS



12th of October 2006 – Letter of Intent

Ministers of transport from Poland, Czech Republic, Slovakia, Italy and Austria sign a letter of intent for implementation of the Baltic-Adriatic Axis. Topics are the enhanced positioning of the project as well as improved coordination on the project-level.

6th of October 2009 – Declaration of regions

Representatives of 14 regions signed a declaration demanding a “consistent and rapid implementation of the Baltic-Adriatic Corridor between Gdansk and Bologna”, motivated by the wish for “Improvement of traffic infrastructure as a prerequisite for the economy as well as traffic safety and the consolidation of the new Europe”.

BALTIC-ADRIATIC AXIS

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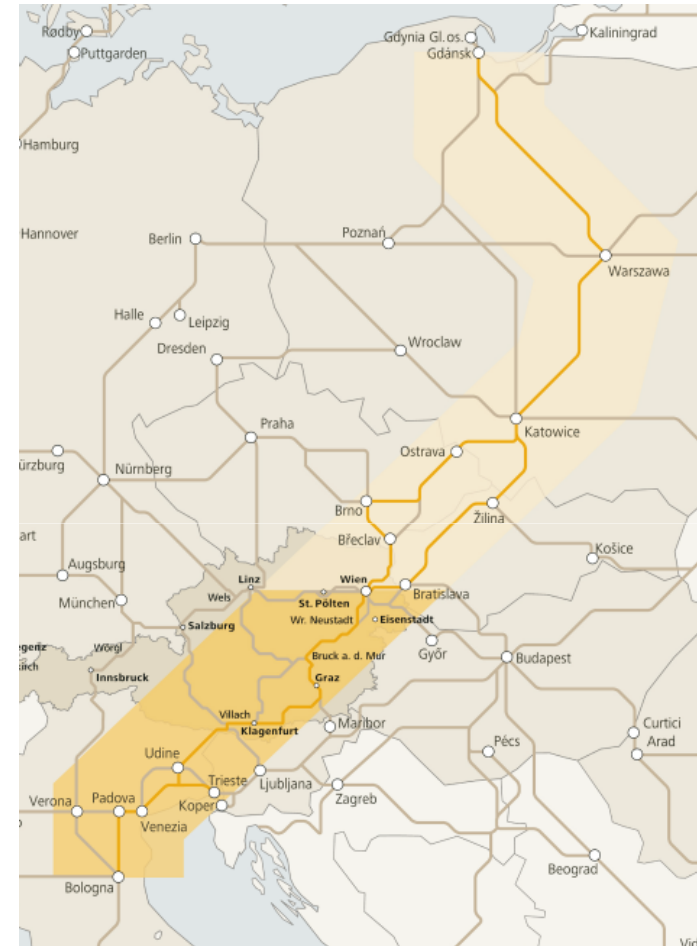
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THE BALTIC-ADRIATIC AXIS

The **Baltic-Adriatic Axis** consisting of

- the Trans-European Networks - Transport (TEN-T) railway priority project 23
Gdansk – Warszawa – Katowice –
Brno/Zilina – Bratislava/Wien
- and the southern extension
Wien - Graz – Klagenfurt/Villach – Udine
Trieste/Venezia - Bologna/Ravenna

is one of the most important north-south routes in Europe and the easternmost crossing of the Alps connecting the Baltic Sea with the Adriatic Sea.



THE BALTIC-ADRIATIC AXIS



The covered geographic region, an important, growing economic engine for Europe, requires significant investments to optimise the transport infrastructure and services in order to:

- offer valid intermodal options for the north-south links, as well as the radial connections to seaport hinterland-traffic and east-west connections.
- develop commercially viable, environmentally friendly logistics infrastructure and logistics services for goods transport.

THE BALTIC-ADRIATIC AXIS

Benefits and added value

- The Baltic-Adriatic Axis connects emerging economic areas in three new EU member states to traditionally economical strong regions in Austria and northern Italy.
- A high-performance rail connection from the Baltic to the Adriatic Sea is a necessary precondition for sustainable economic development in the regions along the Baltic-Adriatic Axis.
- By transferring the freight transport flows from road transport to the more environmental friendly rail transport the Baltic-Adriatic Axis provides an important contribution to achieving climate goals as laid down in international agreements („green transport“).



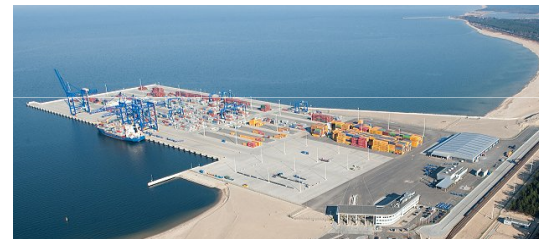
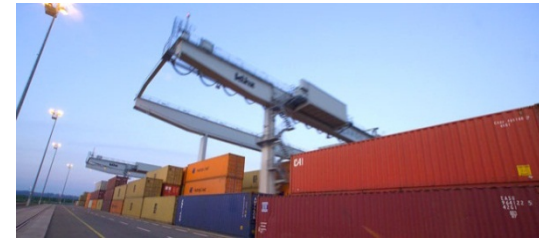
THE BALTIC-ADRIATIC AXIS

Benefits and added value

Reasonable connection of freight traffic by water and rail

A well-developed Baltic-Adriatic Axis offers the landlocked countries in Central Europe rapid connections to the Baltic and Adriatic ports.

Thus when fully completed it represents an exceptional opportunity to reduce the strain on the currently severely stressed north-south connections.



THE BALTIC-ADRIATIC AXIS

Benefits and added value

Connections with important Trans-European Transport axes

The Baltic-Adriatic Axis crosses numerous major transport axes -

- 7 of the 10 Pan-European corridors and
 - 6 of the 30 priority TEN-T axes
- thus allowing efficient transport links to other important European economic regions.



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THE BALTIC-ADRIATIC AXIS

Benefits and added value

Improvement of intermodality and interconnectivity



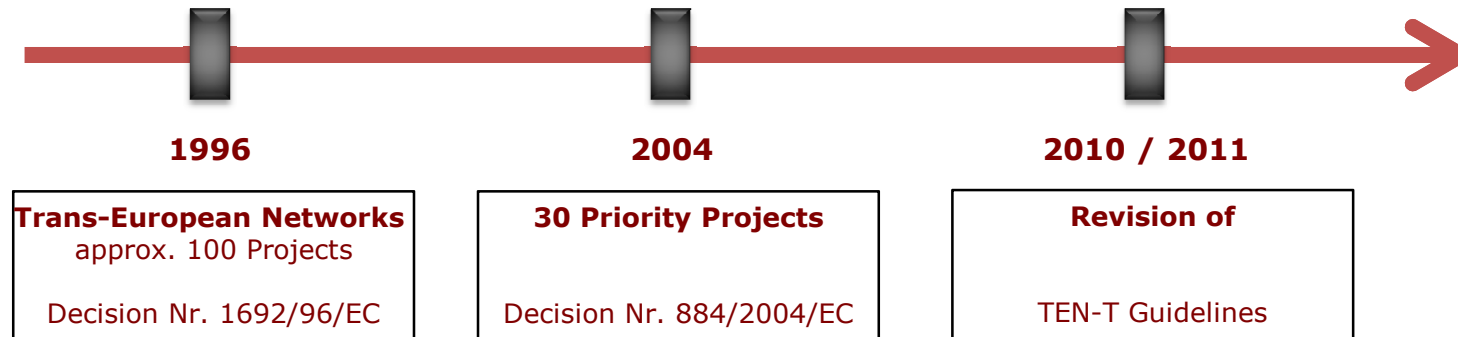
Several nodes and gateways along the Baltic-Adriatic Axis improve intermodality and interconnectivity in the north-south direction.

The Baltic-Adriatic Axis connects ports in the north and south, the motorways of the sea, inland waterways and enhances network effects in a number of other transport corridors.

Upgrading the existing rail axis will both enhance economic performance and induce significant shift to rail, supporting efficient co-modal transport chains and de-carbonization.

THE BALTIC-ADRIATIC AXIS

TEN-T Revision



In **1996** the EU defined Trans-European Networks (TEN) for the advancement of its internal market.

30 priority projects (PP) have been designated in **2004**.

2010/2011: The European Union is currently revising the Trans-European Transport-Network (TEN-T):

The “Comprehensive Network” of rail, road, inland waterways, ports and airports will be overlaid by a “Core Network”, the top layer of the TEN-T, to succeed the existing TEN-T priority projects (PP).

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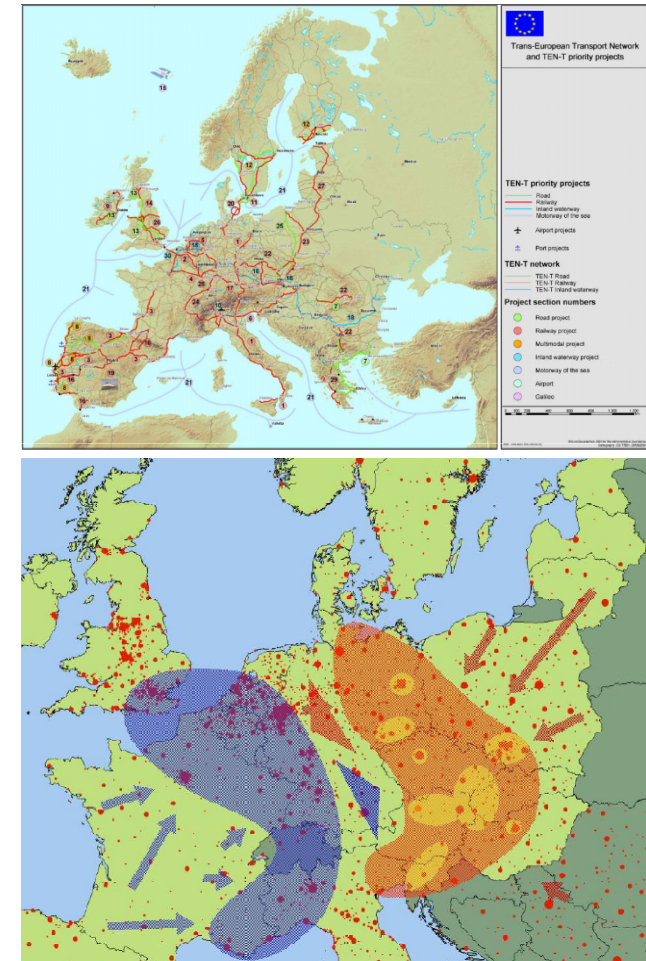
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THE BALTIC-ADRIATIC AXIS

TEN-T Revision

The TEN-T pursues a wide range of goals, especially those of efficiency and sustainability:

- Supporting territorial, economic and social cohesion of the Member States, in particular connecting “old” and “new” ones
- Enhancing the internal market and global competitiveness of the EU Member States
- Supporting sustainability of transport of passengers and freight



TEN-T Revision

The **Core network** will consist of following elements:

- Nodes, providing connections within the different modes and inter-modal interfaces
- High-performance links between the nodes, according to the objectives of EU transport and general policy fields.
- Linkages to third countries and the rest of the world (land-bound, ports and airports)

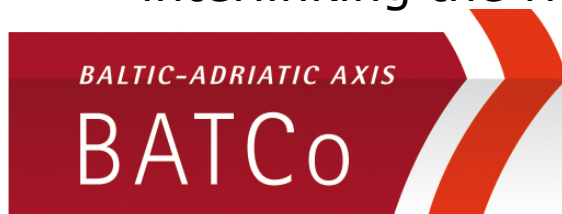
For the node and network design, the European Commission focuses on general principles like multimodality, interconnectivity and network optimization, interoperability and improved efficiency of all modes of transport.

THE BALTIC-ADRIATIC AXIS

TEN-T Revision

The Baltic-Adriatic Axis fulfills the requirements of the European Commission for nodes and lines, being an ideal future element of the Core Network:

- connecting Regions within the EU with high economic potential and approximately 40 million inhabitants
- giving EU regions room to realize their economic potential in the world market
- supporting internal markets, international trade and enhances the global competitiveness of the European Union.
- Reducing climate relevant gas emissions (de-Carbonization and CO₂-Reduction) owing to future characteristics of this axis (modal shift)
- The Baltic-Adriatic Axis is a high-performing North-South connection interlinking the right nodes in 19 regions of 5 Member States.



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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

In order to support the further development of the Baltic-Adriatic Axis, a selection of institutions along this intermodal corridor have come together in a dedicated support project: the **Baltic-Adriatic Transport Cooperation (BATCo)**.

These 18 national and regional partners from 5 European countries (Austria, Czech Republic, Italy, Poland and Slovakia), seek to develop a variety of **technical, environmental** and **economic** interventions which will facilitate the development of the Baltic-Adriatic Axis from now through 2013.



BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

Facts & Figures



Duration: 36 months
March 2010 – February 2013

Total budget: € 3.723.373,98

ERDF
contribution: € 2.902.134,40

18 Partners from 5 EU countries

BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

Partnership

AUSTRIA

Lead Partner:

Regional Government of Carinthia – Department for Infrastructure & Economic Law

- Development Agency Carinthia
- Internationalisierungszentrum Steiermark
- Regional Government of Styria - Department FA18A Transport planning
- Federal Ministry for Transport, Innovation and Technology

ITALY

- Institute for Transport and Logistics Foundation
- Aries Special Agency of the Chamber of Commerce of Trieste
- Union of Veneto Chambers of Commerce

- Port Authority of Trieste
- Ministry for the Environment, Land and Sea
- Regione Autonoma Friuli-Venezia Giulia

POLAND

- Regional Development Agency SA
- Upper Silesian Agency for Enterprises Reconstructing CO.
- Port of Gdańsk Authority
- Maritime Institute in Gdańsk
- Central Mining Institute

CZECH REPUBLIC

- The Union for the Development of the Moravian-Silesian Region

SLOVAK REPUBLIC

- Transport Research Institute

BALTIC-ADRIATIC AXIS

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Objectives

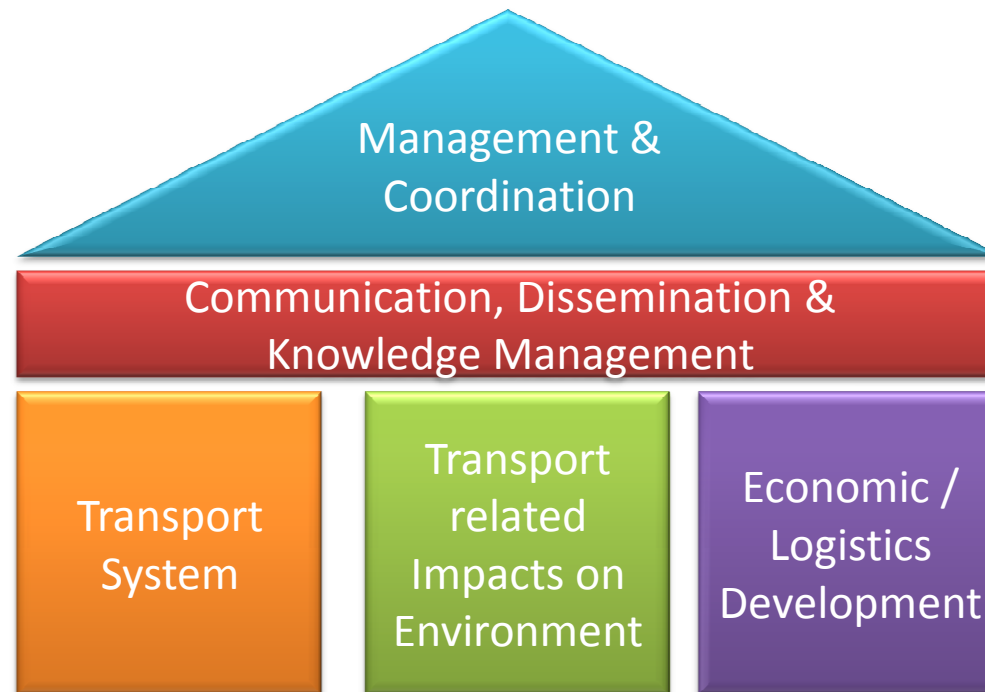
The main objective is the sustainable and harmonised advancement of the Baltic-Adriatic Axis and its competitiveness.

As accessibility is a precondition for economic development and growth, the objectives are

- to up-grade intermodal transport connections - particularly accelerating the implementation of high capacity railway connections along the axis (“green transports”)
- to protect the environment via the reduction of negative transport related effects and
- to secure employment via the strengthening of the economy.

Objectives

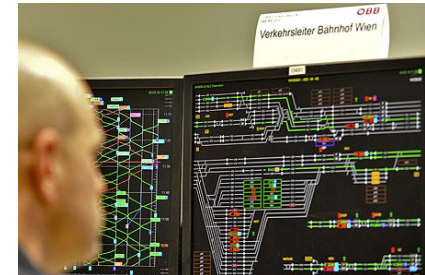
The Baltic-Adriatic Transport Cooperation is based on 3 thematic pillars and therefore foresees numerous activities and measures in regard to **technical**, **environmental** and **economic aspects** which are intrinsically tied to the development of the Baltic-Adriatic Axis.



Objectives

Transport system

Development and implementation of **technical planning tools** in regard to the transport system along the Baltic-Adriatic Axis, including the elaboration of a harmonised up-to-date transport related data-basis (e.g. axis-wide transport model, identification of green potentials, green transport decision support model) in order to provide a holistic decision making basis for target groups involved, aiming at the acceleration of investments in transport related infrastructure and services under the consideration of transnational aspects.



Objectives

Transport related impacts on environment

Identification of **reduction potentials of negative effects on the environment** (incl. axis-wide transport impact model, identification of environmental protection and safety potentials, decision support model) caused by passenger and freight transport along the Baltic-Adriatic Axis as well as the related costs in regard to Air Pollution (CO₂, PM₁₀, NO_x, HC), Noise Pollution and Traffic Safety (accident rates, insurance rates etc.) in order to initiate and accelerate necessary implementations based on created awareness on reduction potentials.



Objectives

Economic / Logistics Development

Stimulation and development of economic activities by supporting end users (logistics centres, SMEs etc.) along the Baltic-Adriatic Axis.

In this regard BATCo will contribute to the economic development, by the:

- Strengthening of **intermodal logistics solutions and business models** to support their use by SMEs.
- Creation of **transnational business cooperation nodes**, which support local organisations in business networking across the larger corridor's geographical area in the development of new services, experts and products.

BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

Letter of Support (LoS)

Support for the Baltic-Adriatic Axis is of high importance to demonstrate the strong solidarity and commitment of stakeholders along the Baltic-Adriatic Axis towards the European Commission and the European Parliament.

Therefore BATCo has initiated the collection of Letters of Support which should be signed by

- Enterprises
- Institutions
- Organisations
- Associations

from both, the public and the private sector.

LIST POPARCIA

Rozwój Korytarza Transportowego Bałtyk-Adriatyk




Nasza organizacja/instytucja/firma poprzez podpisanie niniejszego listu wyraża zainteresowanie wsparciem projektu Współpraca Transportowa Bałtyk-Adriatyk (BATCo, Baltic-Adriatic Transport Cooperation) jako inicjatywy, która ma na celu wzmocnienie rozwoju gospodarczego regionów leżących wzdłuż Korytarza Bałtyk-Adriatyk poprzez poprawę infrastruktury transportowej i logistycznej (w tym kolejowych centrów przeładunkowych mających bezpośrednie połączenie z portami morskimi) oraz ułatwianie i wspieranie współpracy gospodarczej.

Nasza organizacja/instytucja/firma będzie korzystać z technicznego i ekonomicznego rozwoju Korytarza Bałtyk-Adriatyk (Gdańsk / Warszawa / Katowice / Żylin / Bratysława / Brno / Brzeczów / Wiedeń, oraz południowe przedłużenie - Tunel Kolejowy Semmering / Graz / linia kolejowa Koralim / Klagenfurt / Villach / Udine / Trieste / Wenecja / Bolonia / Ravenna). W związku z tym popieramy rozwój Korytarza Bałtyk-Adriatyk poprzez rozszerzenie Trans europejskiej Sieci Transportowej (TEN-T) numer 23 z Wiednia do Wenecji / Bolonii / Rawenny oraz jej połączenie z północno-adriatyckimi portami. Wyrażamy nadzieję, że Komisja Europejska oraz Parlament Europejski uwzględnią szczególne znaczenie tej osi podczas uaktualniania Trans europejskiej Sieci Transportowej.

Informacje do uzupełnienia przez sygnatariusza

Organizacja/instytucja/firma	
Rodzaj działalności gospodarczej	
Adres	
Miasto	
Kraj	
Liczba zatrudnionych	
Imię i nazwisko sygnatariusza	
Funkcja/Stanowisko sygnatariusza	
Adres e-mail sygnatariusza	

Miejsce i data _____ Pieczęć i podpis _____

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Baltic-Adriatic Transport Cooperation

CONTACTS



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