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**TransBaltic Project seminar:**

**TRANSPORT SUSTAINABILITY AND GREEN CORRIDORS IN THE BALTIC SEA REGION**

Gdańsk, 16 September 2010

**CONCLUSIONS AND RECOMENDATIONS  
FOR THE BSR POLICIES  
AT EU, NATIONAL AND REGIONAL LEVELS**

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## CORRIDORS IMPORTANCE FOR REGIONAL DEVELOPMENT

- Local and regional potential development (economy & demography)
- Transport and communication accessibility (labour, raw materials, technology, financing etc),
- Transport infrastructure improvement,
- Network connection of economy with transport roads,
- Integration of markets,
- Attractiveness for investors

## CORRIDORS NETWORK

- increased socio-econ. & technolog. development potential,
- multimodal and co-modal solutions,
- delimitation of co-operation space,
- creation of modern intraregional links,
- environment protection approach,
- strengthening local and regional markets,
- co-operation with other multimodal transport links (ex eu),
- faster circulation of goods,
- new links with n-s europe – synergy effect

## RECOMENDATION - EU LEVEL examples

Sustainable development of TEN-T network require balanced standards of the whole infrastructure. Facilities to speed up the improvement of inadequate quality of transport infrastructure in new EU members should be introduced (to level the technical and infrastructural disparities between E&W)

For sustainable development, it is essential that EU transport and environmental policies are made fully consistent and compatible. New law regulations should help to solve environmental and congestion problems. They are important for whole European economy and for regional development as well.

## RECOMENDATION - NATIONAL LEVEL examples

EU financial sources are of core importance for stimulation of investments, but they have to be faster distributed and wisely spent.

Public investment do not stimulate adequate scale of private investment. Public-private-partneship should be more efficiently implemented – legal solutions are important but also administrative and fiscal facilities are indispensable.

Problem of national (and local) contribution to financing EU programs and projects needs urgent solution in order to facilitate access to EU funds.

## **RECOMENDATION - REGIONAL LEVEL examples**

To secure sustainable economic growth the daily business environment must be improved to ensure global competitiveness of companies.

The companies need for well-defined laws, regulations and instructions, custom-oriented information services and prompt binding preliminary rulings especially in customs, competition, taxation and environmental issues.

This and a wider use of e-services will also help in cutting expenditure in companies and public administration

## Regional cooperation in implementing sustainable transport solutions

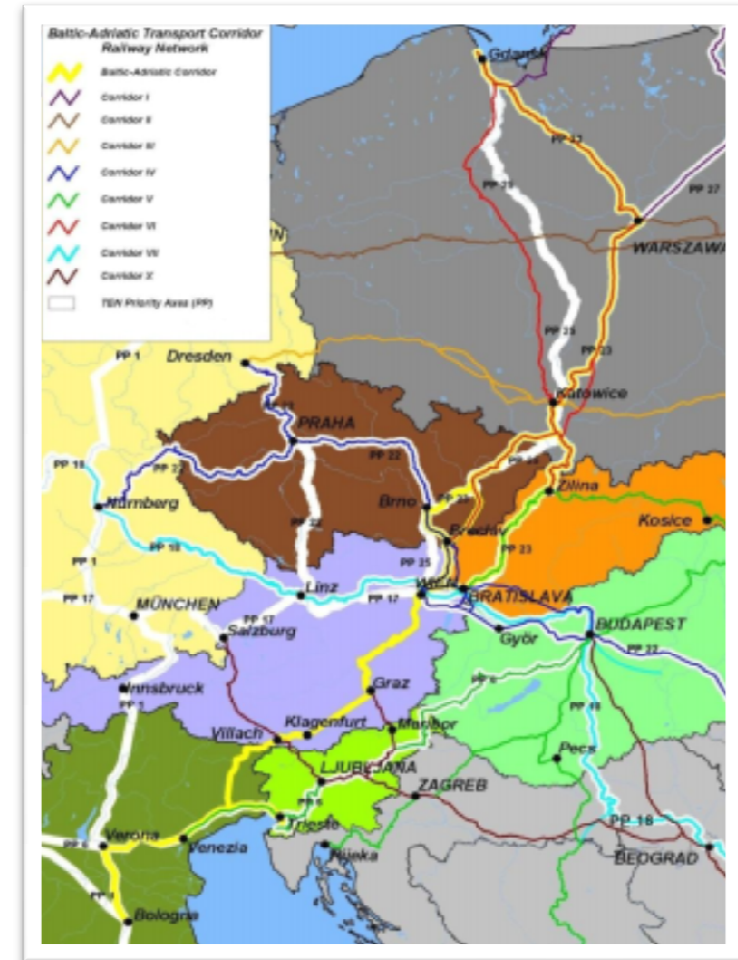
### - Corridor VI - example

In October 2009 in Brussels - interregional agreements signed for more dynamic fulfilment of the VI pan-European transport corridor requirements: - the agreement for “prompt accomplishment of rail corridor North-South” (Gdansk/Gdynia – Warsaw – Brno/Bratislava – Vienna – Bologna) signed by 14 regions from 5 countries (Poland, Czech Republic, Slovakia, Austria and Italy).

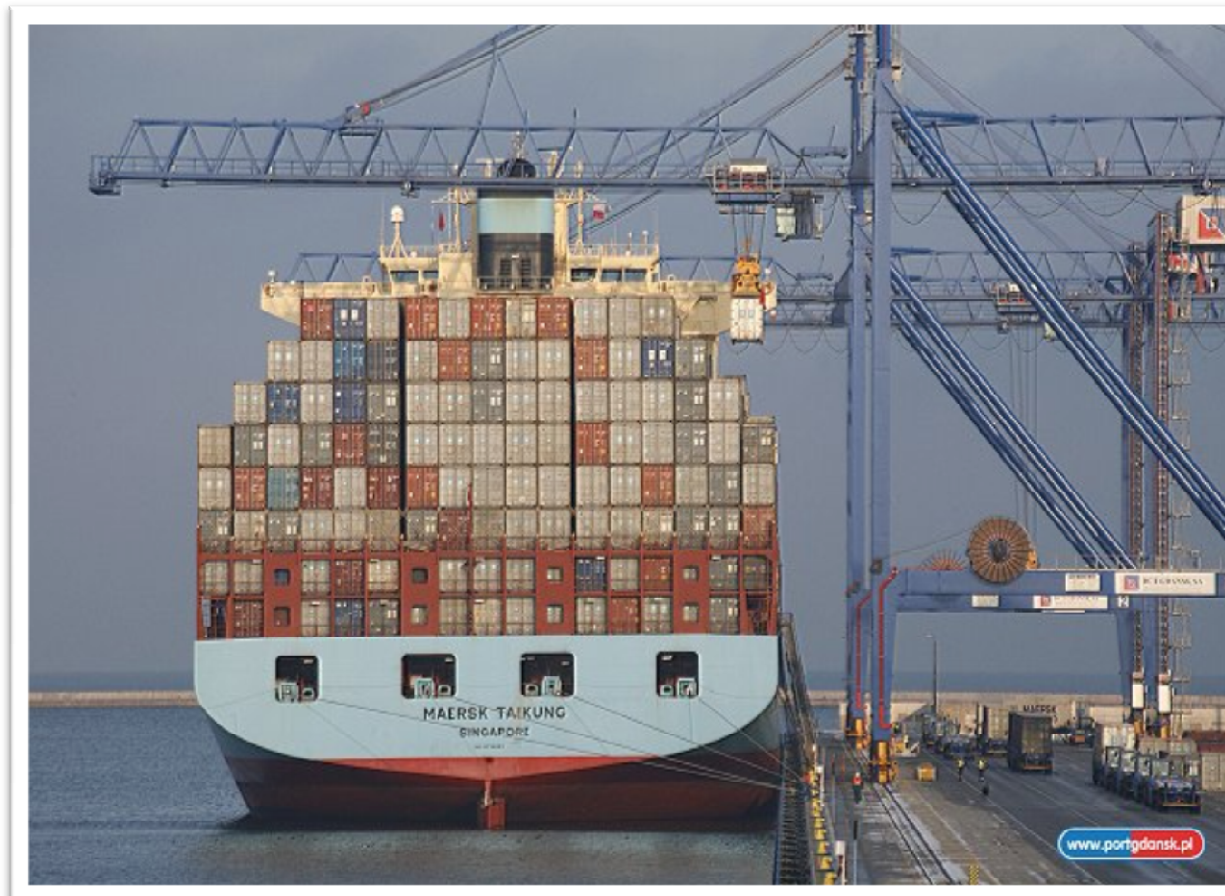
In December 9 regions representing Poland, Czech Republic and Austria signed a joint declaration emphasising the European and regional importance of the motorway Gdansk-Brno-Vienna (priority Project TEN-T No 25).

Both agreements (rail and motorway) create a chance for faster accomplishment of the corridor’s infrastructure (from Polish side motorway A-1 and rail lines E-65 and CE-65).

The agreements are backing up the co-operation and coordinated activity between regions, the co-signatories of agreements aimed for stimulating the activity of the corridor.

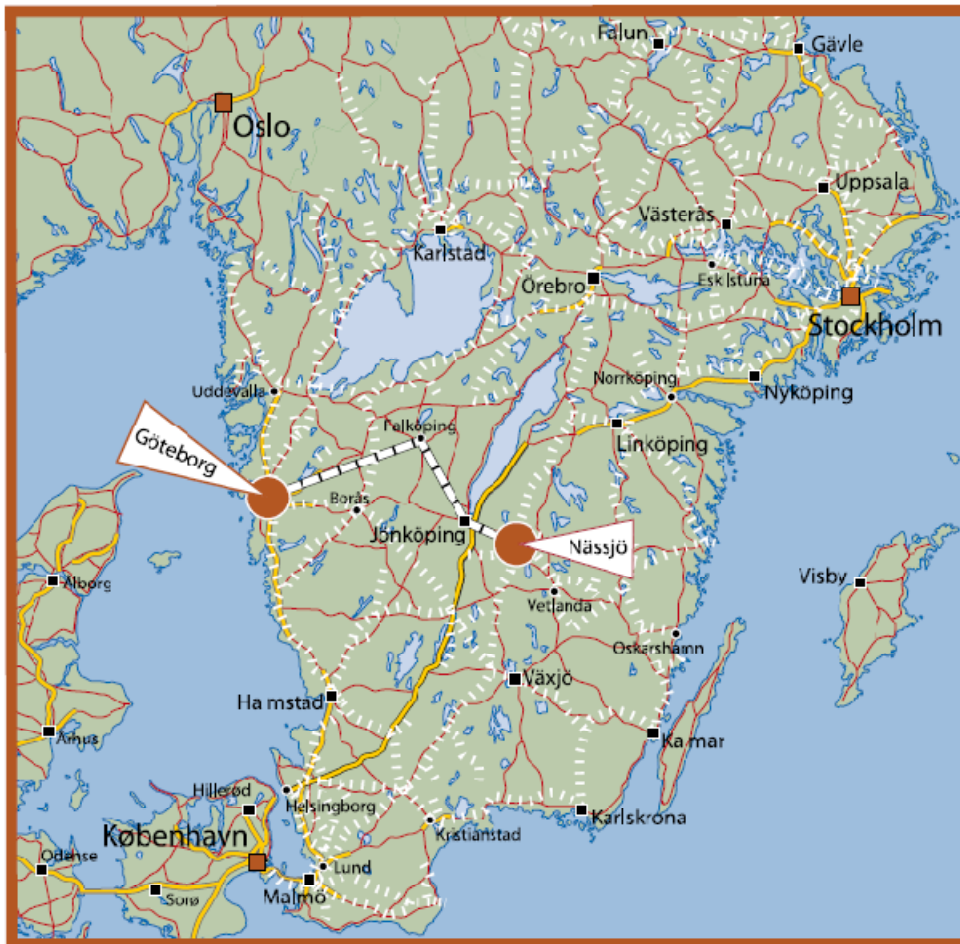


The rank of southward connections increased with large ocean going containerships (Maersk Line) are calling weekly the Deepwater Container Terminal in the port of Gdansk linking the port with Shanghai



## Local development initiative in green transport and goods logistics

Nässjö example



Nässjö is a good example of how well designed logistics solutions and cooperation between logistics centres can contribute to regional development, while also increasing the competitive power of both small and medium-sized companies.

Cooperation initiatives between municipal authorities, companies and carriers can benefit the central, as well as the local level. Local initiatives, together with overall national strategies can develop the national transport system to respond to the requirements of individual companies.

New business establishments and new employment follow in the footsteps of a well developed infrastructure. Job opportunities increase in, for example, local storage companies, craft companies, and technical consultancies.

## Green logistics approach in supply chain

### IKEA - example

IKEA is an example of creative attitude to sustainable development of TSL solutions: attitude of gaining more from limited resources, challenging conventionalities, wise spending of financial resources and avoiding wastage. It is not only because of costs but also very much for the sake of „saving the planet”, for the welfare of the society and nature. Various benefits are achieved: sustainability (decreased impact on the environment, wise utilisation of resources), economic (packing, saving on storage), environmental (less noise, less packing materials, less storage space), social (less trucks, less accidents), transferables (eliminating empty containers).

The factories of the company are using components and materials produced according to the principles of sustainable development. For example the fabrics (cotton) for bed linen origin from cotton farming estates using less water and chemicals and co-operate with IKEA network of factories and stores. Moreover, a new method of manufacturing was introduced enabling to use less raw material for weaving while keeping still the same high quality of the product. Decreasing raw material consumption is one of many ways to reduce costs.

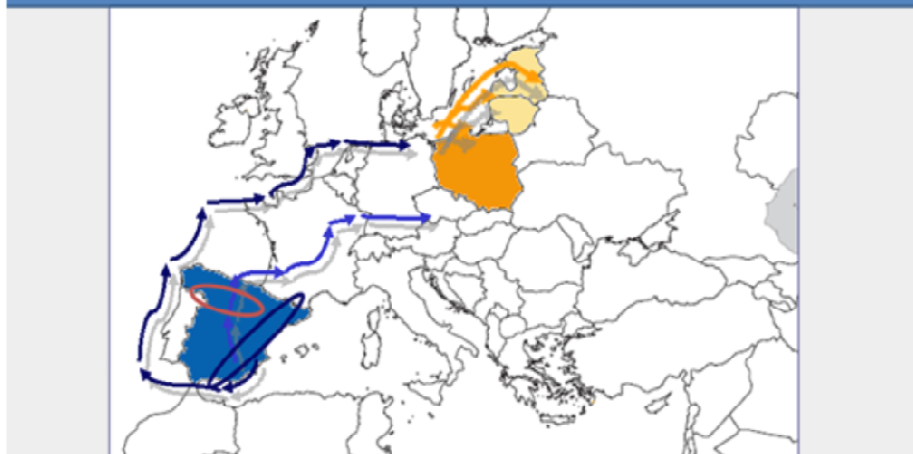


## Motorways of the Sea and Logistics

### Poland – Spain (BSR-MED) example

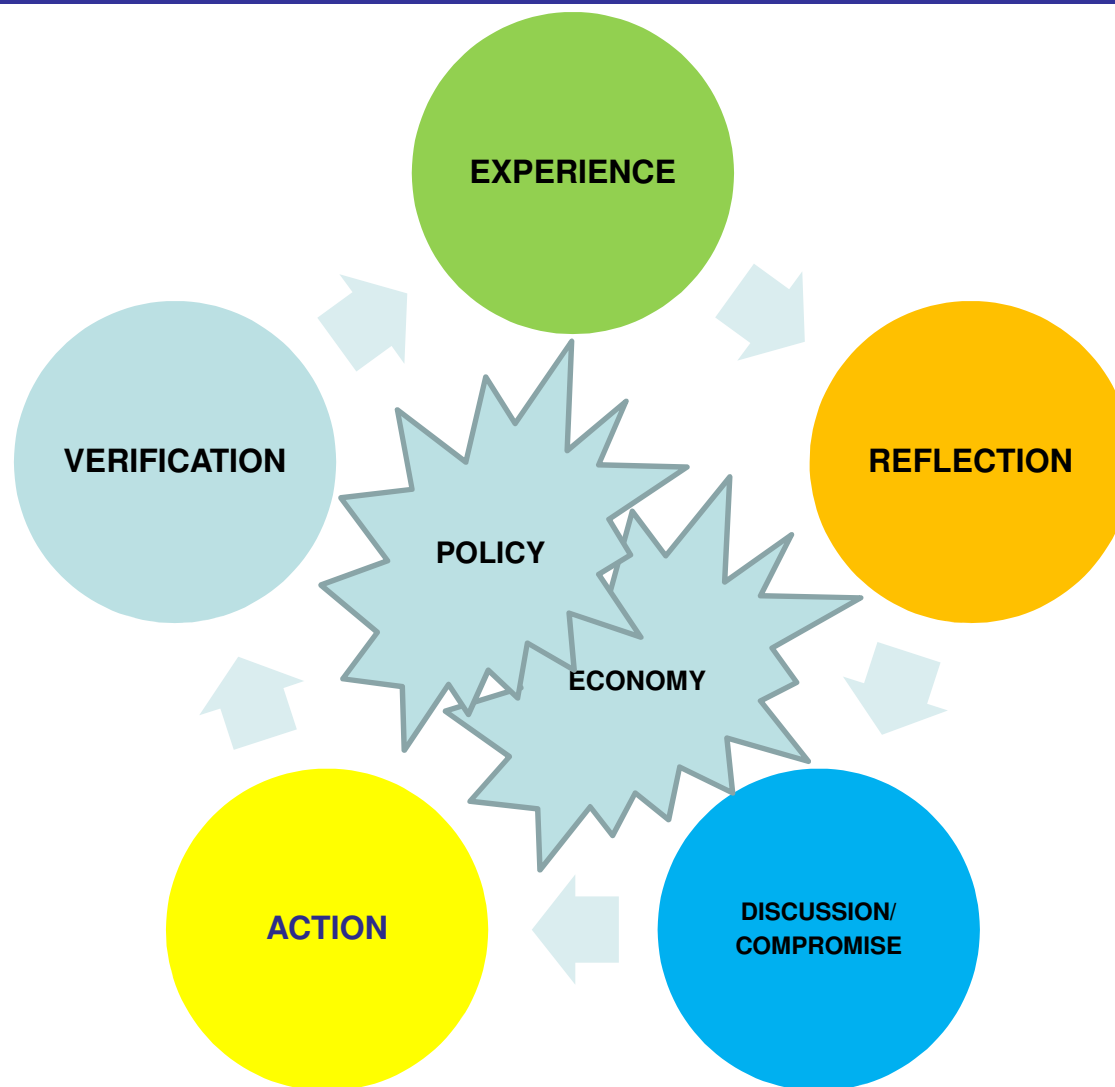
Trade between Spain and Poland in recent years grows 10-12% pa  
 Total export of citrus fruits from Spain – up to 10 mill tons pa (98% by road)  
 Transport of cargo between other EU countries and Iberian Peninsula north-bound:  
 Total 256 mill tons pa of which 116 mill tons road, 140 mill tons (2004)

2000 trucks cross Spanish borders daily!!!



The share of road transport in the European and Spanish modal split continues to increase and is further aggravating in the process congestion problems and severe environmental externalities. It is therefore necessary to identify and promote alternative intermodal transport initiatives such as the development of Motorways of the Sea, thereby reducing these problems, whilst setting the appropriate bases for the expected commercial growth between within Europe (including Baltic- Iberian Peninsula flows).

Main goal of the Spanish-Polish project was to determine the optimum configuration of a short sea shipping (SSS) line dedicated to refrigerated products connecting the Iberian Peninsula with Poland and countries located in its area of influence.



**Thank you for you attention!**



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