

# Major factors influence development of coherent BSR transport system.

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# I. Main barriers in the BSR transport system

## 1. Conflicts between business and social interests

This barrier is the most important. Considering the problem of sustainable transport, including green corridors, we always have to account requirements of environment protection. In result we encounter the conflicts between interests of business and social interests.

The companies of exporters, importers and transporters, because of their market nature, think in categories of economy. The most important for them are a low cost and highest income.

The protection of environment, by its nature has a social character. The ecology causes considerable cost and does not bring profits in short time perspective.

It would be difficult to solve this kind of conflict without using the different instruments of economic and legal character.

## **2. Incompatibility of transport and information systems in different BSR countries.**

It is obvious without additional comments, that transport systems of various BSR countries are dramatically different. It concerns the difference between “the old” and “the new” EU countries, but even to a higher extend the differences between EU and non – EU countries. It includes all aspects: road nets, rail, ports, as well as types and technical level of transport means.

The same situation is in the case of information systems, necessary for an effective logistics. Elimination of such a barrier is not easy, because of capital intensive nature of infrastructural investments and conflicts with environmental protection (NATURA 2000 and other areas protected by law).

### **3. Restrictive cross – border checking, especially between EU countries and Russia, Belarus and Ukraine.**

This barrier does not need special comments. Everybody who even ones experienced double border controlling, eg. between Poland and Belarus, knows how time-taking and complicated such process is.

The border checking in the ports, even inside EU, is also much more complicated than in the case of road border check-points.

#### **4. Differences in the level and dynamics of economic development in various countries.**

The differences in the level of economic development in various BSR countries are significantly high, which has negative influence on the development of the trade between them. Insufficient exchange of goods causes that the small parties of loads are transported usually, and the road transport is preferred.

## 5. Peripheral importance of the Baltic Sea routs.

The Baltic Sea is only a small branch of the main world maritime transport streams. Only the transport of the bulk (mainly a crude oil) is significant. The transport of general cargo on the Baltic Sea, especially to East part of BSR, has practically character of feeder services. The large part of cargos is trans-loaded on trucks in hubs of Western Europe, such as: Rotterdam, Antwerp or Hamburg, and then transported by roads.

## 6. Political factors.

The political aspects have also certain influence on dynamics of sustainable transport development in BSR. One of the reasons is instability of political situation in “new EU countries” and in Ukraine, which results in permanent changing of the development programs. Moreover the controversies between the politicians of some EU countries and the politicians of Belarus, Ukraine or Russia, has a negative influence on business relations, as well as on undertaking of mutual efforts on development of transport infrastructure.



## II. Barriers for interoperability in rail transport

- General overview
- Implementation of EU legislation.
- International co-operation between railways
- Barriers for innovation

### III. Barriers in maritime transport

- **Barriers for trade in the BSR**
- **Legislative barriers**
- **Barriers to accessibility**
- **BSR safety and security**
- **Spatial development**
- **Optimising transport modes**

**Thank you for you attention!**



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