



# Towards a network of green multimodal transport corridors in the Baltic Sea Region

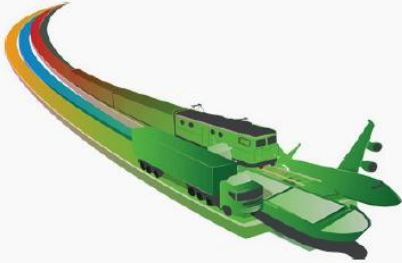
Presentation at the green  
corridors exchange meeting,  
Malmö, 9 March 2011

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project manager



Project part-financed  
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(European Regional Development Fund)

# Departure point for the green corridor concept



## What makes the transport corridor 'green'?

- low impact on human and natural environment + energy efficiency
- complementarity of modes (road, rail, short sea shipping, inland waterways)
- relevant facilities (seaports, inland terminals etc.) and supply points (biofuels, hydrogen fuel etc.)
- innovative technologies (e.g. to manage and control the traffic)
- harmonised rules and open access for all interested users

Source: Freight Transport Logistics Action Plan (EC 2007)



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# Shaping the concept - the maze of policy circumstances...



EU Baltic Sea Strategy



Europe 2020 priorities



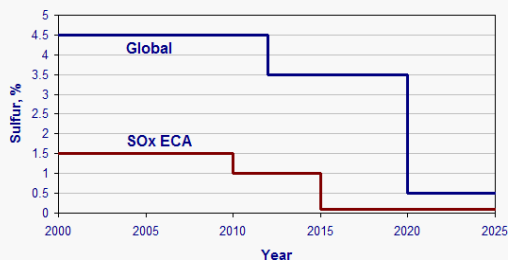
Future of EU Transport



Future EU Cohesion Policy



Revised and extended TEN-T



MARPOL fuel sulphur limits





- **Integrated Transport System**  
Use less energy by exploiting the strength of each mode

**Eliminating residual obstacles**  
Effective market opening in all modes

**Enhancing interoperability**  
Technical standards, Single transport document

**Getting prices right**  
Internalisation of external costs, subsidies

**Informing users, shaping behaviour**  
Integrated ticketing, soft incentives, labels

- ✓ Less congestion
- ✓ More use of rail and waterborne
- ✓ Higher resilience





## ● Clean transport fuels

Use cleaner energy to end oil dependency

### **Setting long-term targets**

**Share of alternative fuels, Efficiency standards**

### **Supporting research & innovation**

**Technical standards, Demonstration projects**

### **Incentives and public procurement**

**Clean Vehicles Directive, Company car taxation**

### **Infrastructure**

**Refuelling stations, Smart grids**

- ✓ **Security of supply**
- ✓ **Low-carbon energy**
- ✓ **Certainty for investors**

## ● Better infrastructure

Exploit existing infrastructure more efficiently

### **Deploying ITS**

**Multimodal traffic management systems**

### **Integrating modes**

**Transshipment platforms and multimodal hubs**

### **Establishing Green Corridors**

**Co-modality and advanced technology**

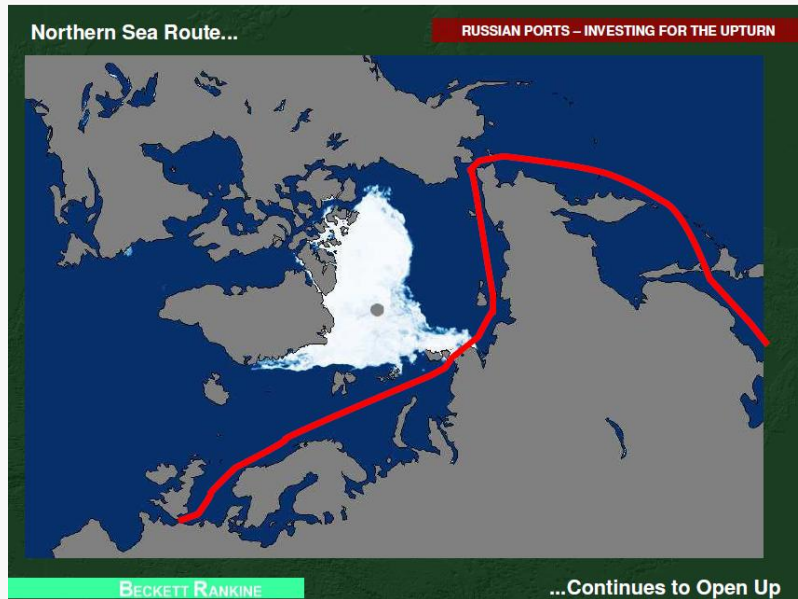
### **Revising transport funding**

**Single funding framework**

**A transport system that is:**

- ✓ **Multi-modal**
- ✓ **Intelligent**
- ✓ **Efficient**

as well as natural and infrastructural developments...



Gdansk/Gdynia the largest  
Baltic container port as of 2010

India to become the  
world economic power



Source: [www.voxeu.org/index.php?q=node/4428](http://www.voxeu.org/index.php?q=node/4428)



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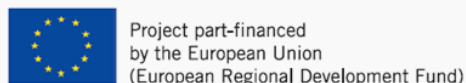


# ...can change geography of freight flows in the BSR

- Drop in port turnover volumes on the Baltic Sea (**IMO regulation**)
- **Preferred pattern**: N-S feeding of Adriatic/Mediterranean ports from the BSR by trucks?
- Dynamic **container feeder service** from Gdansk/Gdynia as a new gateway to BSR market
- Fierce competition for Asian cargo transported by rail across the continent
- **Barents vs. South Baltic**? Centre of political gravity moving north?
- Problems of **last mile investment** to match vigorous growth along MoS links
- Road/rail capacity in the BSR adequate?



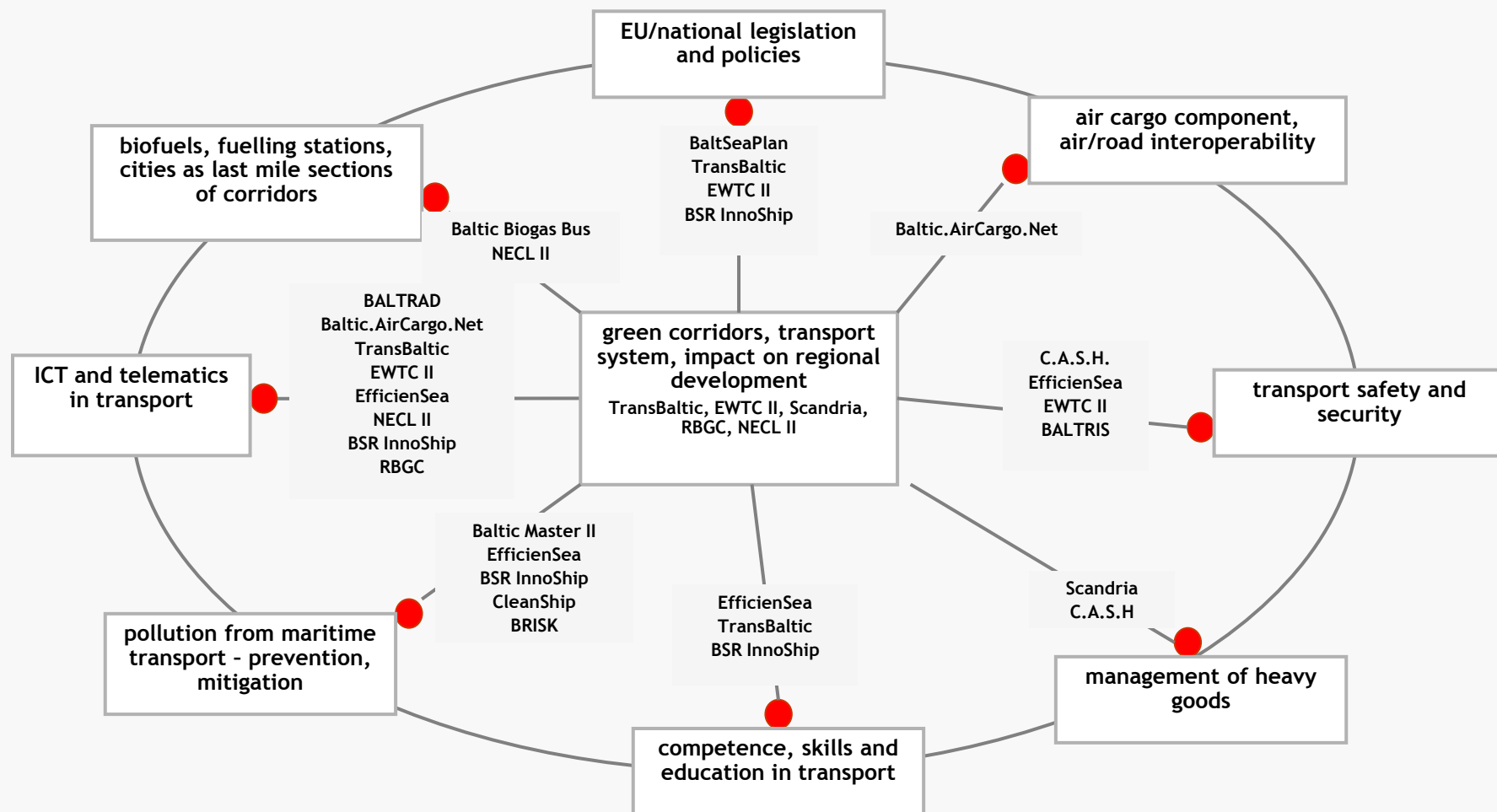
# Could the current Interreg projects be of help?



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# Green corridors a shared notion...



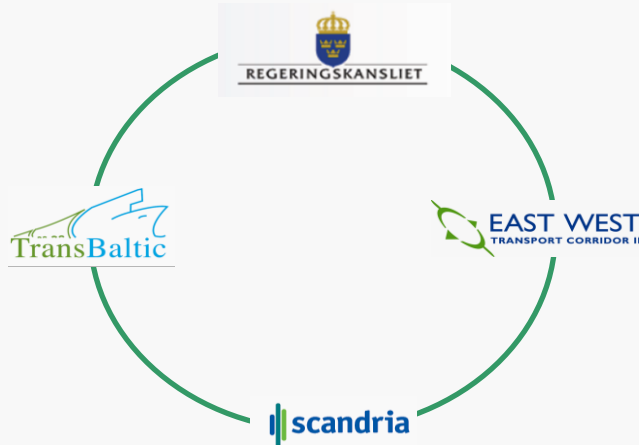
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# A bottom up alliance...



- Signed in November 2009
- Input from regional level to the GC concept
- Harmonisation of work and mutual responsibilities till late 2012
- Several joint seminars and workshops
- Cooperation open to other corridor initiatives

For the Swedish  
Ministry of Enterprise,  
Energy and  
Communications

For East-West  
Transport Corridor II

For Scandria

For TransBaltic

Four handwritten signatures in purple ink, corresponding to the representatives of the four entities.

Leif Zetterberg  
State Secretary

Mats Johansson  
Region Blekinge  
Chairman of the Board

Kathrin Schneider  
Head of Joint State  
Planning Department  
Berlin – Brandenburg

Jerker Swanstein  
Region Skåne  
President of the  
Executive Board



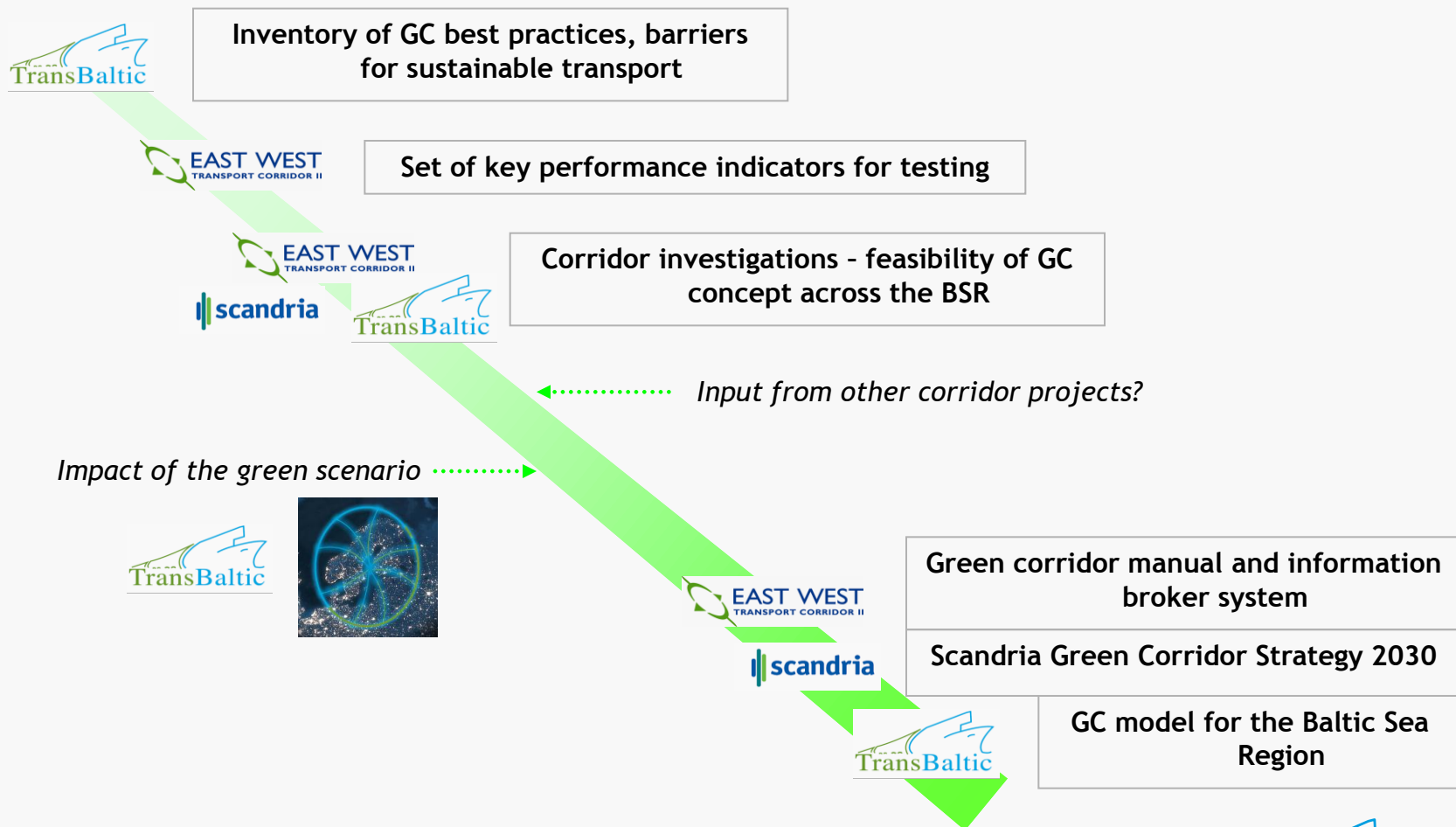
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# ...with division of labour in working out the concept





# TransBaltic's green scenario



- Driver: relevant **regulations** by the Commission and EU Member States (within the framework of the Europe 2020 Strategy)
- Investments, harmonisation and stimulation of business models as introduced **measures**
- **Public administration** to supervise and repair system failures in green corridors performance
- **Steering mechanisms** adjusted to specific natural and socio-economic conditions of each corridor
- Future transport system to be based on existing nodes and corridors but **centralisation and concentration processes** visible
- Fewer transit corridors and bigger, multifunctional ports competing for E-W and N-S flows?



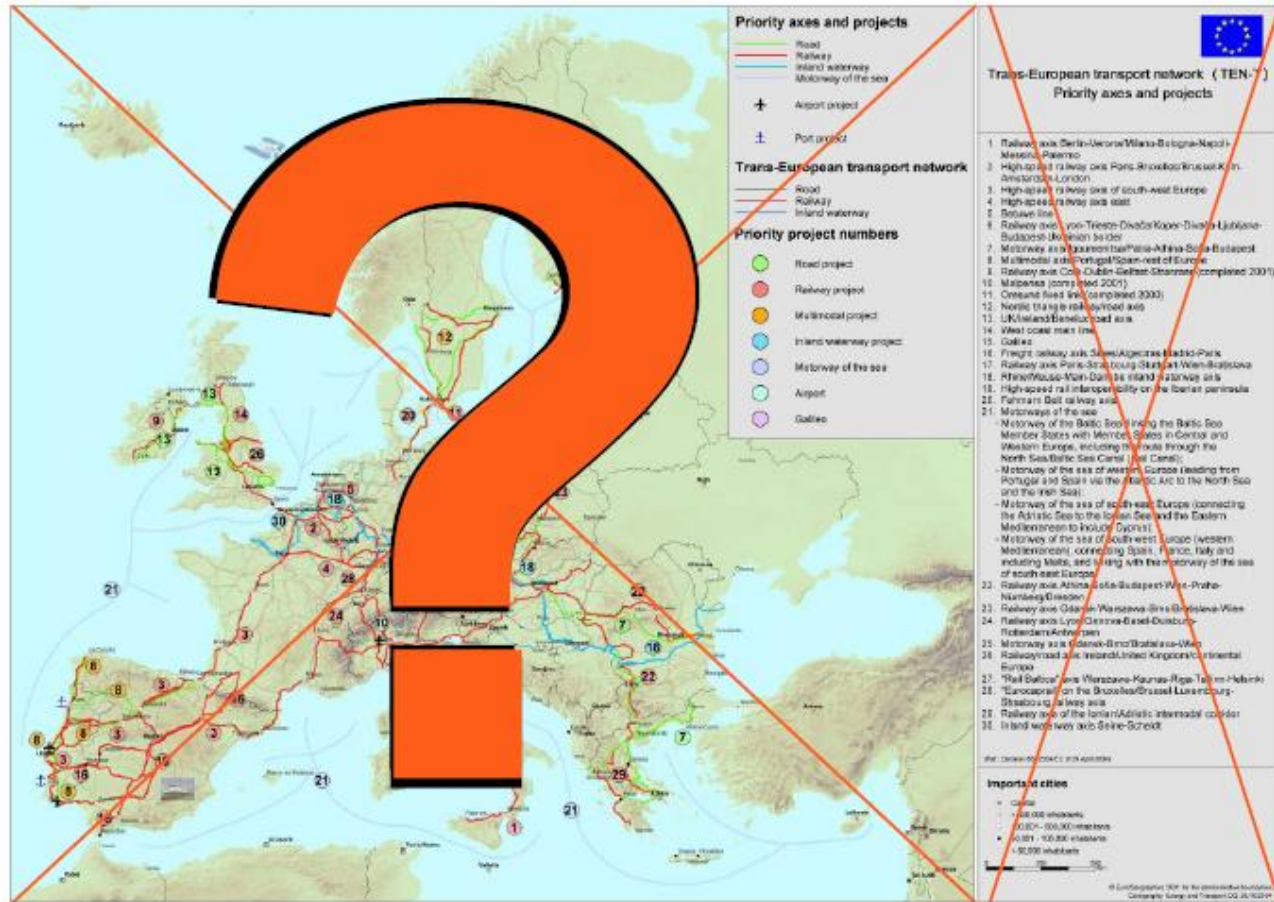
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# The old mono-modal network is cancelled...



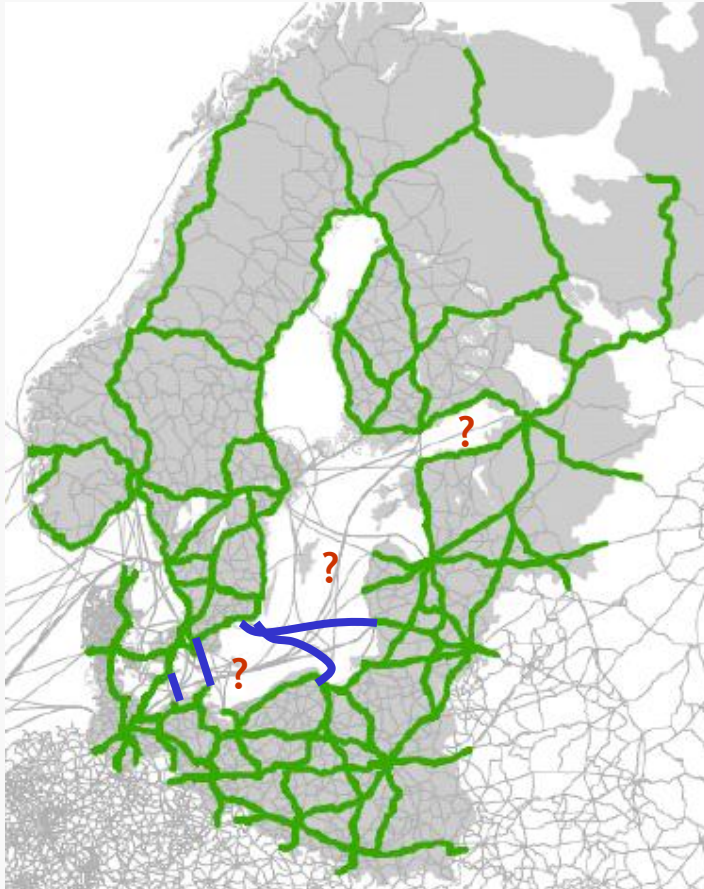
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# Network of green multimodal transport corridors instead?



- Target: **green corridors** spread over the whole BSR territory
- Question mark on the routing of the Motorway of the Baltic Sea on the ECOM maps
- New **TEN-T links** + **MoS links** + nodes (ports, inland terminals, dry ports) to form a functional network
- Complementary short sea links needed in the central and northern part of the Baltic Sea!
- Who decides on the MoS status? Market? European Commission? National government?



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# Looming threats for **green corridors** in the BSR

- Negative **response from the market** to possible new regulations?
- Lack of **coordinated** policy support, leadership and stakeholder involvement across the BSR?
- No extension of the green corridor concept to **Russia**?
- No efficient **education and promotion** measures on green services and products?
- Still existent **barriers** to the development of co-modal business models?
- Need for **equal operation standards** in eastern and western parts of the BSR?



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# A new East-West divide?

- Green solutions **too costly** for new EU Member States and Russia
- **Conventional infrastructure** preferred - to improve connectivity to European markets and increase competitiveness
- **Insufficient** human and monetary **resources** for green issues



The discussed **way out**:

- green technologies offered on reasonable financial conditions
- awareness raising campaign on economic benefits for going green
- deeper international cooperation for development of green corridors



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Baltic Sea Region  
Programme 2007-2013



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**Thank you for your attention!**

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