



The green transport system of the Baltic Sea Region

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Q1: Which of the following components seems weakest in the BSR and requires particular public policy attention?

1. Transport networks (roads, rails etc.)
2. Interchange/transshipment points (ports, airports, stations, logistics terminals etc.)
3. Transportation and logistics services
4. Traffic control and management technologies (ITS, monitoring etc.)
5. Operational rules, skills and cooperation schemes (administration-business-academia)

BPO: In such defined question I think that (1) **Transport network is a weakest point.** However; one analyzing the transport/logistic sector in the BSR has to realize that the state of the transport infrastructure and logistic services development is not unified in the BSR, e.g. the rail infrastructure is quite OK in Scandinavia, but is in rather poor state in Poland. The other example is operational rules, which are at the different state in different countries, giving the case of custom procedures on the EU/Russia borders that are far from being smooth.

Therefore, when analyzing the transport sector in BSR, it is necessary to know that the situation is not homogenous, and different barriers hampering the transport sector development in different countries should be taken into account.



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Q2: Is there any geographical divide in the performance quality of these components?

1. Not visible
2. Visible difference between old EU Member States, new EU Member States and EU eastern neighbours (Russia, Belarus, Ukraine)
3. Visible difference but only between the EU and its eastern neighbours (Russia, Belarus, Ukraine)
4. Visible difference but rather between SW and NE parts of the BSR, irrespective of the EU membership status

BPO: yes, the most proper answer would be 2.

Old EU members are having the highest transport infrastructure standards and mature transportation and logistic services. These countries also put more attention in greening the transport sectors. New EU countries are „catching up” the high standards in infrastructure and services, e.g the intermodal sector in Poland is very weak due to the several reasons. Not EU members are having rather good rail infrastructure but the state of services and the administrative burdens are the weak points. Also the road infrastructure in some regions is rather poor (e.g. road access to Port of Ust-Luga).



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Q3: Which pre-requisites could support the green scenario the most?

1. Positive market response to new 'greening' tax and fiscal regulations
2. Coordinated policy support, leadership and stakeholder involvement across the BSR
3. Good uptake of green transport solutions in the new EU Member States and the EU neighbouring countries (Russia, Belarus, Ukraine)
4. High societal awareness for green services and products

BPO: I would choose 4.

However, the green corridors in BSR is rather a complex issue. When talking about transport corridors the EU and national transport policies, MoS policy and newly published EU White Paper on transport should be taken into account. All these policies should support the infrastructure in main trade paths, supporting the maritime transport, as an environmentally friendly way of moving the goods, and intermodality. When it comes to port policy, it is rather obvious that there will be a concentration on the market but the transport policies should not eliminate or put the smaller ports into disadvantages market situations.



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Q4: Which public policy measure seems most crucial to achieve the green and sustainable transport system in the BSR?

BPO: I would choose 1. Simply, having the modern and efficient transport infrastructure is a key issue in achieving the sustainable transport system in the BSR.

When talking about the sustainable transport system we should also look at the economic side of it. It is very important to underline that BSR is having a very strict rules when talking about emissions from shipping and ports (IMO rules on SOx, NOx, discharge of sewage from passenger ships). These rules are only apply in BSR and North Sea, thus creating the situation when other regions in EU are having less stricter rules. These new rules will imply the main effects: 1). transport sector in BSR will be less competitive comparing to other EU regions, 2). The modal shift from sea to road is expected after 2015.

The question arise: Will this new situation guarantee the sustainable development of the transport sector in the BSR? In BPO opinion this is a great challenge for the maritime sector in BSR but also for policy makers: how to meet these environmental regulations and sustain the competitive maritime sector in the BSR?

1. Infrastructure investments to improve network capacity
2. Harmonisation of transport regulations between the EU and the EU eastern neighbours (Russia, Belarus, Ukraine)
3. Working with transport safety and security issues
4. Education and promotion of 'green' behaviour
5. Support for new technologies (vehicles, information systems, fuels etc.)



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