

TRANSBALTIC CONFERENCE 2011

Joint Resolution by Representatives of the Partner Regions

FINAL of 11 May 2011

The representatives of the partner regions, gathered at the TransBaltic Conference held in Skellefteå, Sweden, on 11-12 May 2011, agree to adopt the following resolution:

We acknowledge progress of the TransBaltic project in developing measures for an integrated transport system in the Baltic Sea area and thereby its aspiration to contribute to the implementation of the European Union Strategy for the Baltic Sea Region.

We underline the need for a joint and strategic transport planning process at the transnational level to secure sustainable growth in the Baltic Sea Region. This process requires close cooperation between the national governments, regional authorities, research sector and the business community. Therefore, we appreciate the work by TransBaltic in creating and animating a meeting place for public and private stakeholders to present viewpoints on transport development challenges both now and in the long-term perspective.

We emphasise that the regions should be actively involved in the discussion on transport development priorities within the framework of Priority Area 11 of the EU Baltic Sea Strategy ('To improve internal and external transport links'). Mobility and accessibility are key pre-requisites for economic, social and territorial cohesion, as well as of the competitiveness and attractiveness of the whole Baltic Sea Region. An ambition to develop an integrated multimodal transport system requires actions to improve interoperability of transport modes, better connect the national and regional transport networks across the borders, invest in transport logistics and skills and - to minimise social and environmental impact of transport operations. Furthermore, the integrated multimodal transport system in the Baltic Sea Region must be robust enough to efficiently absorb increasing transport flows in the global perspective.

We are of the opinion that green transport solutions can make the Baltic Sea Region a model area throughout Europe and worldwide. In that respect, the green transport corridors are a promising concept, which can address many of the identified transport development hindrances in the sustainable regional growth context.

In our view green, multimodal corridors may become a viable option to carry large volumes of raw material-based products from the northern parts of the Baltic Sea Region for further processing in other areas in Europe. They may help decrease capacity barriers in the densely populated south-western areas of the Baltic Sea Region. They may tackle accessibility challenges in its south-eastern and peripheral parts, and for instance help better integrate the Kaliningrad Oblast with the neighbouring territories. They may facilitate trade exchange in the north-south and east-west directions, connecting the Baltic Sea Region with other macroregions in Europe and with fast developing Asian economies. Also, the green corridors may offer ground to test such instruments of the EU transport and cohesion policies as: TEN-T core and comprehensive network, Motorways of the Sea or place-based approach to regional development, and potentially upgrade them with new elements, like dry ports. The Motorways of the Sea network in the BSR is in that respect regarded a building block of the maritime dimension of green corridors. Finally, green corridors may also contribute substantially to reaching the ambitious cut targets in transport emissions as outlined in the EU Transport White Paper 2011.



Project part-financed
by the European Union
(European Regional Development Fund)



We welcome with satisfaction synergies coming from the agreement made between the Swedish Ministry of Enterprise, Energy and Communications, and the three transnational projects: TransBaltic, East West Transport Corridor II and Scandria, to cooperate in developing the green corridor concept. This collaboration shall be further promoted and expanded to cover other relevant projects that are focused on the green transport solutions.

We stress the importance of a transport action plan, which will be developed by the TransBaltic project in the year 2012 and which our organisations wish to process together.

We would like to see this action plan as a joint standpoint of the TransBaltic partner regions to complement the transport harmonisation actions by the national governments, which were initiated with the Baltic Transport Outlook study. In a longer run, we perceive the action plan as a substantial reference document in the revision process of the EU Baltic Sea Strategy.

We postulate to include in the transport action plan necessary measures that could help promote an integrated multimodal transport system in the Baltic Sea area from the sustainable regional growth perspective. The measures should span from infrastructure improvements for networks, ports and terminals to efficiency-raising solutions in logistics, traffic information, transport management and skills. The action plan should also contain propositions on how the implementation of those measures can be financed.

For that reason we encourage the TransBaltic project to continue investigation on such aspects as: missing nodes and links in the future transport system of the Baltic Sea Region, transport integration needs between the old, the new EU Member States and the EU neighbouring countries, barriers related with border-crossing procedures, concrete business cases that may operationalise the green corridor concept or required capacity building measures in transport and logistics. Wherever possible, the action plan should also contain inputs from other relevant projects and stakeholders.

We look forward to the presentation of the transport action plan by TransBaltic at the next year's project conference.