



The green transport system of the Baltic Sea Region

Intro to the panel debate,
TransBaltic Conference 2011,
Skellefteå, 11-12 May 2011

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

Strategic partners to the TransBaltic project



- TransBaltic - a follow-up to pan-Baltic transport & accessibility initiatives
- TransBaltic - a meeting place to jointly discuss imbalances and incompatibilities of transport networks and solutions across the BSR
- The pan-Baltic organisations - a communication channel for TransBaltic issues



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Towards an integrated transport system in the Baltic Sea Region



Components of an integrated transport system as seen by the pan-Baltic organisations

- network of **European and transnational multimodal transport corridors** for better external accessibility of the Region,
- **cross-border sections** of priority networks, which facilitate interoperability of transport solutions existent in the neighbouring countries,
- **inter-regional and regional transport links**, which improve access from the European and transnational corridors to local and regional production areas and customer markets,
- **ports and airports** acting as interfaces between land, sea and air transport modes, well connected with their respective hinterlands,
- network of **inland waterways** as a part of intermodal transport,
- facilities enabling **interoperability** between modes of transport, with emphasis to railroads and short sea routes,
- efficient **local and regional public transportation**, contributing to better mobility within commuting areas and to more compact settlement structures,
- **innovative solutions in logistics** and in traffic **monitoring** systems,
- platforms for **cooperation** between public administration, research and business sector to identify potentials and pave the way for future investments,
- harmonised **policy interrelations** between transport planning bodies



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BUT... unknown impact of policies...



EU Baltic Sea Strategy



Europe 2020 priorities



White Paper 2011



MARPOL fuel sulphur limits



Future EU Cohesion Policy



Revised and extended TEN-T



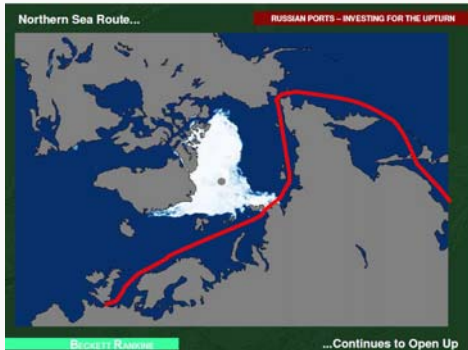
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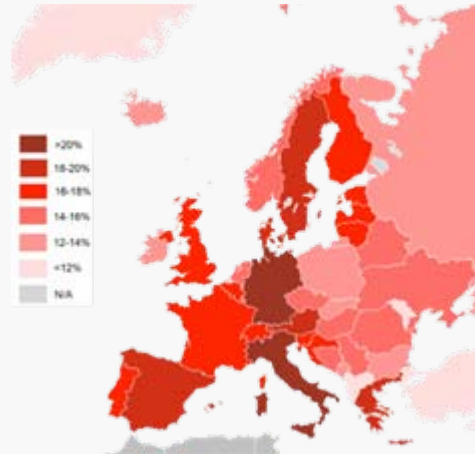
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...or natural and infrastructural developments



Northern Sea Route



Source: Wikipedia



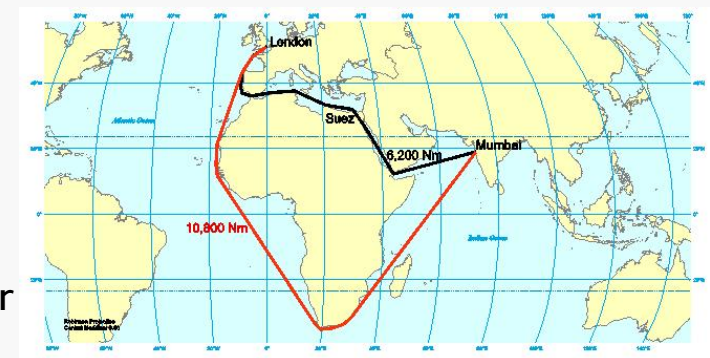
The landbridge



Emerging new Baltic hubs
(Gdansk? Ust-Luga?)

Europe's ageing
population and
migration processes

India to become the
world economic power



Source: 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, some lines out? (IMO regulation)
- Preferred Mediterranean routes and feeding of Adriatic/Mediterranean ports from the BSR by trucks?
- Dynamic container feeder service from Gdansk/Gdynia as a new gateway to BSR market; southern Scandinavia a new hinterland?
- Fewer transit corridors and bigger, multifunctional ports competing for Asian cargo (China, India)?
- Boom in rail services to Russian ports?
- Barents vs. South Baltic? Centre of political gravity moving north?
- New East-West divide: eco-technologies too costly for the new EU Member States and Russia, investments in conventional infrastructure preferred - to improve connectivity to European markets



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Is our envisioned system able to cope with those challenges?

Specific geographic location...

Global dynamics and trade flows...

Context of sustainable regional growth...

Policy coordination challenges...



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A MODEL REGION FOR GREEN
TRANSPORT SOLUTIONS



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The policy response: the old mono-modal network is cancelled...



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The green scenario as one of possible trajectories till 2030...

- Surge of **eco-consciousness** (e.g. higher demand for environmental friendly vehicles, locally produced goods and products with low environment impact)
- Concentration of public resources in '**green economy**' sectors → stimulated new transport technologies and innovative intermodal solutions
- **Harmonisation** measures of both EU and neighbouring countries (e.g. carbon taxes, certification, product labelling of terminals and particular services, common cargo safety standards etc.) to balance business models with societal expectations
- Focus on **last mile infrastructure** to strategic nodes (ports and inland terminals)



- **Policy ambitions** achieved: higher targets of the Europe 2020 strategy met (GHG emissions reduced by 30% compared with 1990 levels) + decreased transport demand + shift in modal split in favour of rail and waterborne transport
- More **balanced development** in rural and urban areas, fast growth of medium-sized cities in metropolitan hinterlands serviced by efficient public transport networks
- A **network** of green multimodal transport corridors; a mix of hubs and smaller feeding terminals



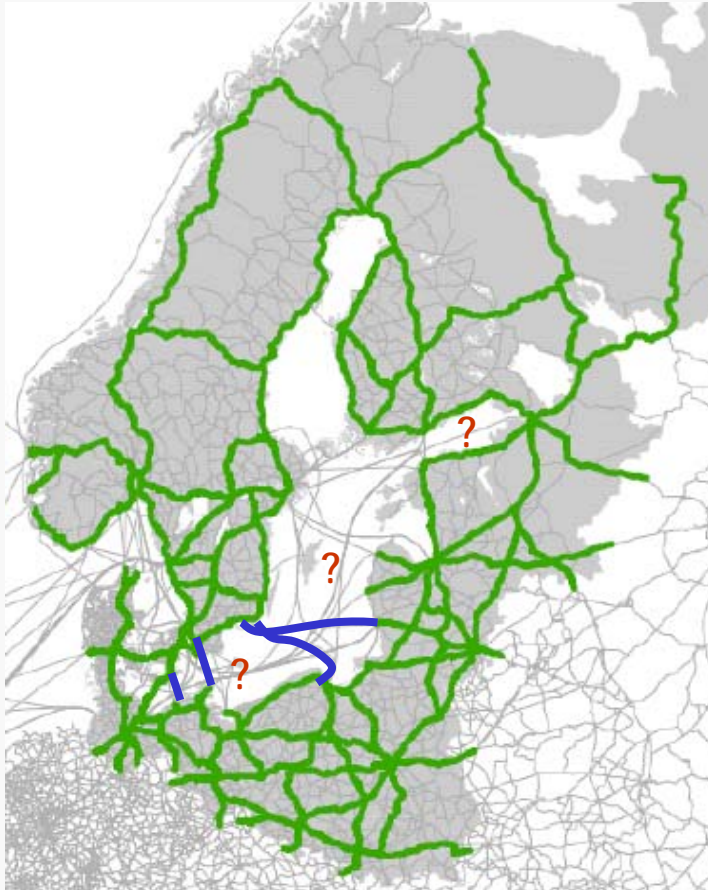
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Network of green multimodal transport corridors...



- 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?



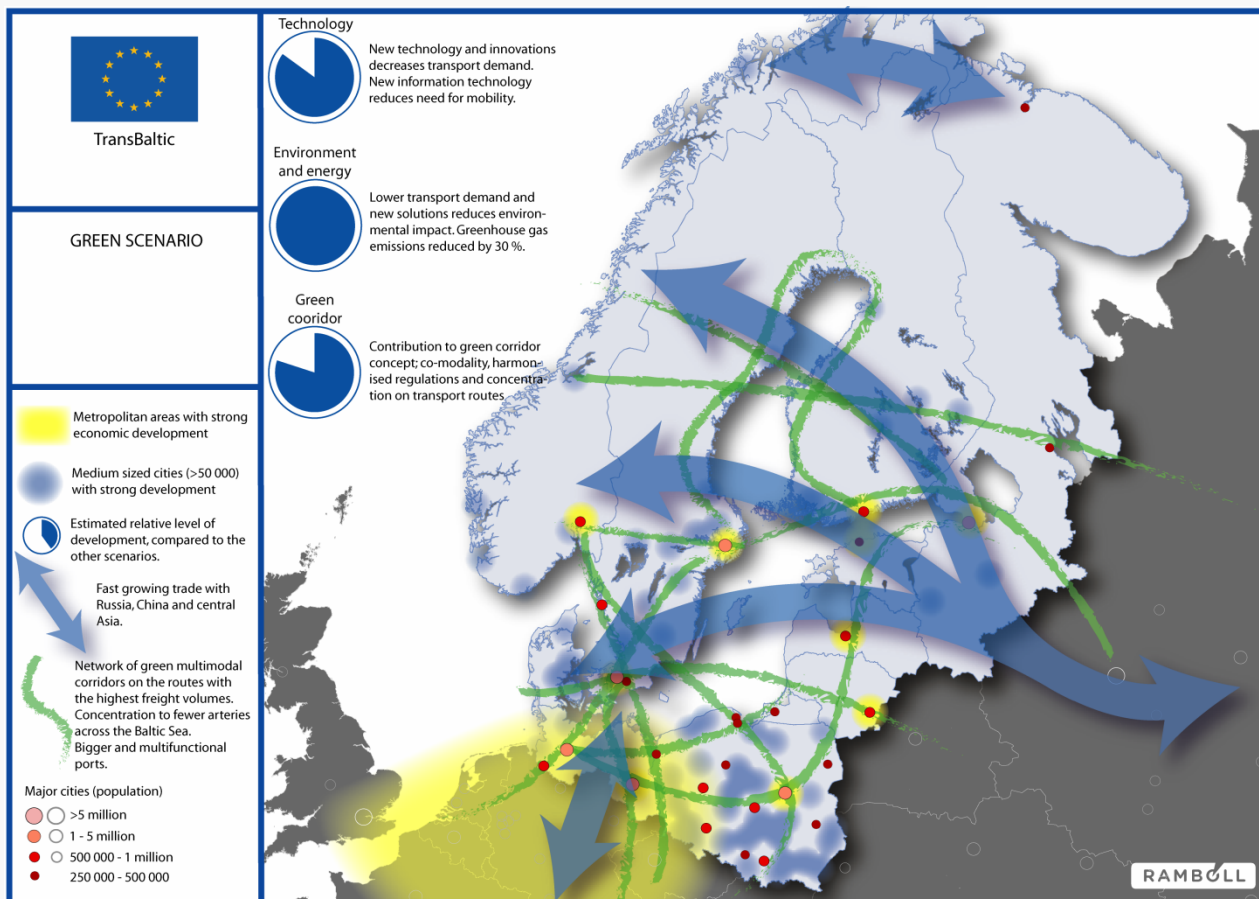
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The BSR in the green scenario



DRAFT as of 9 May 2011



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Baltic Sea Region
Programme 2007-2013



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Thank you for your cooperation!

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