TransBaltic

Towards an integrated transport system in the Baltic Sea Region

REVIEW OF PERFORMED INTERREG PROJECTS IN THE BALTIC SEA AND NORTH SEA AND THEIR RELEVANCE FOR TRANSBALTIC

Author: Director Eva Eide
Eva Eide Consulting ANS

+47 46812818

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REGION VÄSTERBOTTEN

REGION SKANE

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1. BACKGROUND AND INTRODUCTION

The TransBaltic Project has recently carried out a "Transport Development Inventory Report". Among interesting findings, in the Inventory Report, is the fact that many projects dealing with transport and infrastructure in the earlier Interreg Programs have produced results of interest for TransBaltic (TB). These results have been reported when the projects ended and after that they have been forgotten. The partners in the TransBaltic project consider this a waste of resources and would like to make a deeper investigation of results produced by projects dealing with Transport and Infrastructure as a way of strengthening the impact of TransBaltic.

The purpose of this report is to review performed Interreg projects dealing with transport and infrastructure, identifying relevant results and to provide recommendations for how their results could benefit the TransBaltic project.

Methodological considerations

It is considered outside the scope of this assignment to investigate and verify whether the claimed results from performed projects actually have been implemented in public plans, strategies, and/or applied by market actors in ports and transport operations. The results should therefore primarily be considered as *potentials and opportunities* until their validity have been further tested.

This report is first and foremost surveying performed projects from the Interreg IIIB period (with some exceptions), as no IVB projects are completed yet. It should be taken into account that the profile of Interreg has developed from the III to the IV period from studies, mappings, analysis etc towards stronger emphasis on concrete implementation in a strategic context, and that this difference in profile could affect the applicability of the identified results for an IVB project like TransBaltic.

Finally, it should also be taken into account that this kind of report is a "pioneering" exercise in the sense that no such survey of the relevance of the results from performed projects has been conducted before (at least not to the knowledge of the author). There is thus no established format for how such surveys should be conducted when it comes to defining the most appropriate level for presentation of results and criteria for establishing the relevance of these results for the TransBaltic project. In the absence of an established standard for defining the level of result presentation it has been difficult to avoid a situation where different results are presented at different levels of detail. Furthermore, in the absence of clear criteria for definition of result relevance, the author has not been able to grade the relevance of different results for the different WPs and tasks of the project. If this report is considered to have an added value, the author would recommend to further elaborating on these, and possibly other methodological aspects for eventual future reports of the same kind, see also Ch. 5.

2. UNIVERSE AND CATEGORIES OF RELEVANT INTERREG PROJECTS

The following Interreg projects have been reviewed in this report:

Interreg IIIB Baltic Sea Region Programme
- Baltic Gateway and Plus (superficially only)
- InterBaltic

Sustainable Transport in the Barents Region – STBR
NECL I
East West Transport Corridor (EWTC) I
South Baltic Arc
Rail Baltica
LogVAS
BaSIM
New Hansa
NeLOC/InLOC
SEBTrans-Link
Baltic Palette II
IntraSea
Baltic Tangent

Interreg IIIB North Sea Region (NSR) Programme
NTNII – Nordic Transortpolitical Network
Northern Maritime Corridor (NMC I and II)
REMARCC –Regional Maritime Competence Centres
Sutranet
SustAccess
Nordic Transortpolitical Network NTN

Interreg IVB North Sea Region Programme
StratMoS – Strategic Motorways of the Seas demonstration project
Dry Port
NS Frits

Comments to the selection of projects

The geographical scope and the partnerships of the selected projects are covering all parts of the Baltic Sea Region (BSR) – North, Mid and South, as well as the North Sea Region.

Given the objectives and profile of the TransBaltic project, the selection only contains projects with primary focus on freight transport and infrastructure development, and is thus not including

projects dealing primarily with passenger transport, maritime safety, transport of dangerous cargo or tourism (i.e. like cruise shipping).

3. COMPILATION OF RESULTS ACCORDING TO MAIN OBJECTIVES AND TASKS OF TRANSBALTIC

The projects surveyed in this report (listed in Ch.2) have produced a lot of different results like strategies, action plans, priority lists, short lists and quick start programme for infrastructure investments, models, maps, scenarios, stakeholder networks, decisions on infrastructure improvements, assessments, visions, methods, concepts, recommendations, suggestions, requirements, analysis, MoUs, information bases, clusters, platforms, promotion centres, tools, architecture, and systems.

This chapter will demonstrate that the identified results are relevant for and have a potential for promoting the main objectives of the TransBaltic project, such as accessibility, intermodality, interoperability, sustainability and gateway function.

In the following, the author will present an overview and analysis of the main results of relevance to the different WPs and tasks of the TransBaltic, with the respective project acronyms. A detailed presentation of the results can be found in Ch. 4.

It is clear that the result "coverage" is somewhat unevenly distributed between the different WPs and tasks. The coverage is best for the tasks of WP3 and WP4, whereas fewer relevant results have been identified for WP5. This is probably related to the fact that the tasks in WP5 as a matter of definition have a narrower perspective which is more difficult to match with results from performed projects, something which is particularly true for task 5.2, 5.4 and 5.5.

WP 3 The BSR as a transport gateway area - Internal accessibility context

- An overall strategy for fully developed sustainable west/east transport solutions in the Mid Nordic Region, with suggestions for investments in the transport infrastructure emphasizing the most severe deficiencies and missing links. (NECL I)

- Decision of the Norwegian Government to set aside 120 million Norwegian Kroner for upgrading of the Meråker railway (NECL I)

- Improvement of the preconditions for an establishment of the missing ferry link over the Gulf of Bothnia (NECL I)

- Improved common understanding, knowledge and know-how concerning Barents transport characteristics, needs and strengths (STBR I)

- Joint transport strategy for the Barents Region, including strategic recommendations for each mode of transport (STBR II)

- Recommendations to concentrate infrastructure improvements in five bottleneck areas, adopted by political authorities in Sweden, Latvia and Estonia (Baltic Tangent)

- A definition of infrastructure investment priorities with key indicators and concrete strategies for implementation (Baltic Palette II)

- Analytical method and parameters to support political and business decisions (Baltic Palette II)

The results above, identifying infrastructure investment needs and defining strategies for implementation in different transport corridors in the BSR are considered to have improved the foundations for better connectivity of the national and regional networks in the BSR countries in line with the aims of WP3.

WP 3 The BSR as a transport gateway area - External accessibility context

- Framework for understanding and developing East – West connections, including links to Far East, Russia and Northern entrance point for the Black Sea Region (EWTC I)

- Cooperation mechanisms with Euro – Russian - Asian transport stakeholders (NECL I)

- Recommendations for improved Euro – Asian transport connections (InterBaltic)

- The Northern Maritime corridor as an alternative route to the Baltic Sea Region and Russia, avoiding the congestion and other operational constraints (NMC I and II)

The above results have intended to improve the framework for transport connections between the Far East, Russia and the BSR, both regarding infrastructure development needs, alternative routings and regulatory frameworks. Such results could potentially enhance the preparedness for increasing transport flows across the BSR, as well as facilitate intermodality and improve interoperability.

Task 3.2: Forecasts and scenarios for BSR corridor flows

- A traffic model for the Baltic Sea Region (LogVAS)
- Logistic maps promoting the benefits of value added services in ports for potential users, see also 4.1 (LogVAS)
- Modal Shift Scenarios with focus on the potential for shift from road and rail to inland waterways, see also 4.3 (IntraSea)
- Methodology for territorial impact assessment in infrastructure planning along the Via Hanseatica corridor (South Baltic Arc project)

The results listed above could in different ways contribute to improve the investment decision support basis for authorities responsible for transport planning, as well as for business actors in the transport market.

Task 3.3: BSR intermodal transport system 2030

- Vision for East West Transport Corridor in 2030 (EWTC I)

In 2030 the East West Transport Corridor (EWTC) is an efficient transport corridor with close co-operation between interlinked hubs; meeting market demands for growing freight transport to and from Scandinavia and Lithuania with more environmentally-friendly transport solutions. The corridor stands out as a green corridor and is part of the Trans-European Network

- Baltic Palette & Baltic C vision for 2030

Baltic Palette areas have succeeded in developing their competitive potential and the "Baltic C" is a leading global growth region. The transport sector is characterized by increased partnership and harmonization among sectors, transport modes, technologies, and financing sources (Baltic Palette II)

The two projects above have formulated rather broad visions for the BSR transport system in 2030 but with no elaborate development paths and precise methods as to how the visions could be achieved.

Task 3.4: Regional action plan

- Action plan for the East-West Transport Corridor (EWTC I)

The actions proposed are clustered into five thematic fields: 1. The East-West Transport Corridor Co-ordination Centre, 2. Business development, 3. Hub development, incl. MoS, 4. Training and simulation support, models and calculations optimizing the services and routes in the corridor, 5. Developing the transport networks.

Action no 3 and no 4 are also relevant for tasks 4.1 – Baltic Ports and 4.2 – Human capacity building respectively.

- Priority list of transnational investment projects - Baltic Gateway Quick Start Programme (Baltic Gateway / BG +)
- Transport infrastructure suggestions in the Mid Nordic Corridor (NECL I)
- Shortlist of transport infrastructure projects to complement the TEN-T (InterBaltic)
- Action plan for Rail Baltica route (Rail Baltica)
- Investment plan for South East Baltic Transport link (SEBTrans-Link)
- Concept for transport corridor development – EmsAchse (SustAccess)

Task 3.1 – Transport Development Inventory is meant to function as a starting point for the Regional Action Plan under task 3.4. The results listed above comprise both broader action plans like the EWTC, and proposals for infrastructure investment projects (the rest of the projects). The corridor development concept from the North Sea Region project SustAccess is of course not directly eligible for inclusion in a BSR action plan but could hopefully serve as an inspiration and be replicable in some form also in the BSR. The integration of these results from different performed projects could thus also serve to support the "umbrella function" of TransBaltic. Finally, the results identified for this task could potentially contribute to territorial cohesion and sustainable growth in the BSR, and thus also being relevant for the internal and external accessibility dimensions under WP3.

WP 4 Horizontal measures

Task 4.1: Challenges for Baltic ports

- Information base for Value added services in ports (LogVAS)
- MoU on joint environmental practices in ports (New Hansa)
- Shore-to-ship power supply systems (New Hansa)
- Measures for improvement of networking between logistics centres and ports (NeLoC/INLoC)

- Maritime clusters (Northern Maritime Corridor I)
- Strengthen role of ports and hinterlands in 2d2 transport chains (StratMoS)
- Development of ports into intermodal hubs (StratMoS)

The identified results are addressing several aspects of ports operations related to promotion of value added services, improvement of environmental performance, port cooperation, networking with logistic centres and strengthening of relations to hinterlands in 2d2 chains. The results are considered to have a potential for enhancing the efficiency and competitiveness of ports, improving their environmental performance and strengthening their role in 2d2 logistic chains, as well as in the MoS system. The results are more or less also considered to be of relevance for task 3.4 – Regional Action Plan, task 4.3 Transport Sustainability and WP 5 – Key business actions.

Task 4.2: Human capacity building in transport operations

- Recommendations for competence development in the freight logistics sector (SutraNet)
- e-learning platform as a tool for competence development in the freight logistics sector (REMARCC)
- Intermodal Promotion Centres & Education (EWTC I)

The identified results are addressing human capacity- issues like the education system for the freight logistics sector, the application of e-learning tools in the logistics education & training, and promotion and education within Intermodal Promotion Centres. The measures and tools contained in the results listed above could serve to raise the level of qualification among existing logistic staff, and to improve the quality of future staff. Transnational recommendations in this field could also serve to harmonize training requirements across borders. The results from the North Sea projects are considered to be rather "universal", and thus applicable also for the BSR. The identified results are also considered relevant for task 4.1 – Challenges for Baltic ports to the extent that they are applicable for port workers. Finally, the Author has observed that there are relatively few performed Interreg projects addressing the human dimension in the transport sector.

Task 4.3: Transport sustainability and Green Corridors

- Requirements for Green transport corridors (EWTC I)
- Maritime Transport Corridor Development (BaSIM)

- Strengthening inland waterways (IntraSea)
- Calculation tool to estimate maritime emissions (SutraNet)
- Cross-border infrastructure with hydrogen filling stations (NTN)
- SSS route development initiatives (NMC I + II)
- Tools and models for MoS funding applications (StratMoS)
- Promoting periphery-based MoS applications (StratMoS)

The results identified above are addressing different aspects of transport sustainability like requirements for Green Corridors, tools, models and initiatives for MoS and SSS development, emission estimation and development of clean transport fuels. MoS- and SSS-links are as a matter of definition considered to be contributing to transport sustainability by shifting freight off roads, and would normally qualify as "green corridors". The above listed results are also relevant in the sense that Task 4.3 is supposed to generalize findings of other projects' investigations – as this very report is trying to do. Also results listed under other WPs and tasks, i.e. accessibility dimensions of WP 3.4, 4.1, 5.1 and 5.3, are assumed to promote transport sustainability and thus having relevance for task 4.3.

WP 5 Key business actions

Task 5.1: Dry port development

- Recommendations for Dry Port integration into the MoS (StratMoS, Dryport)

The StratMoS project has reviewed the issue of intermodal terminals; the concept of Dry Ports; added value and operational procedures of Dry Ports; the possible advantages and disadvantages of different funding and management of Dry Ports; ICT as the mean for fluent communication, co-ordination and control in the transport network; the analysis of best practice examples of Dry Ports in Europe; political aspects about Dry Ports and Motorways of the Sea (MoS); recommendations for Dry Port integration into the MoS.

According to these recommendations, Dry Ports should:

- Provide supplementary services to ports (i.e. custom clearance)
- Have high capacity, modern equipment and infrastructure, as well as adequate storage capacity
- Be integrated in the transport chains of potential customers
- Connect to the hinterland with high capacity and efficient infrastructure
- Ensure transparency and equal treating of the customers
- Serve several transport modes

- Be further integrated in the logistics chain by EU and the member states
- Be considered by ports only served by road, congested ports; national transport policy makers and planners, and by freight forwarders looking for efficient and value adding nodes in the transport chains

The conclusion is that Dry Ports can be significant facilitators of development of efficient MoS services. All the listed characteristics are important for Dry Port implementation as a link in MoS. The Dryport project is more focusing on the practical testing of recommendations like the above in different sites in Västra Götaland, Sign Scotland, Bremen, Haven Gateway (England), Zeebrugge and North Netherlands (Emmen and Fryslan).
The recommendations and findings above are considered to be equally applicable in the context of Dry Port developments in the BSR, and also relevant for task 4.1 and 4.3.

Task 5.2: Empty freight reduction facilities

No relevant results were identified for this task.

Task 5.3: Deployment of ICT toolbox

- ICT toolbox for planning of door-to-door transport options (InterBaltic)
- ICT architecture for promoting interoperability (BaSIM)
- Tool for simulation of traffic flows (EWTC I)
- Transport information system in the North Sea Region (SutraNet)
- Internet portal for SSS and inland waterways (REMARCC)
- ICT tools for making intermodal transport more efficient and competitive (NMC, StratMoS, NS Frits)

The results identified for this task concern ICT tools for planning of intermodal d2d transport operations, electronic portals on availability of intermodal transport services, tools for improving efficiency, safety and transparency of transport chains (tracking and tracing), as well as a tool to simulate the impacts of investments, road taxes, bottleneck improvements, etc. The various "tools" listed above have a potential for raising awareness among cargo owners, forwarders and shippers on the existence and benefits of intermodal transport solutions (as opposed to road-only solutions), as well as for making intermodal solutions easier, safer and probably less expensive to use. By facilitating intermodality and interoperability, such ICT tools are also promoting accessibility and transport sustainability in the BSR. These results are therefore also considered to have relevance for WP 3 and for task 4.3.

Task 5.4: Competence management system (CMS) in harbour logistics

No specific results have been identified for this task but some of the results under task 4.2 – Human capacity building – are also assumed to be relevant for this task.

Task 5.5: Rail transport solutions for North-South and East-West flows

- Identification of suitable transfer points from road to rail (SEBTRans-link)

The SEBTRans-link project identified suitable transfer points - called break points – where goods could be transferred from road to rail. While several of the reviewed projects are addressing issues related to rail infrastructure development more in general, no other project is dealing specifically with the removal of bottlenecks and identification of practical solutions to increase the share of rail freight.

Matrix of relevant projects according to the WPs and tasks of TransBaltic

	WP 3					WP 4		
PROJECTS	Accessibility		Forecasts and scenarios for BSR corridor flows	BSR intermodal transport systen 2030	Regional Action Plan	Challenges for Baltic ports	Human capacity building in transport	Transport sustainability and green corridors
	INTERNAL	**EXTERNAL**	**3.2**	**3.3**	**3.4**	**4.1**	**4.2**	**4.3**
IB	X	X			X			
NECL 1	X	X			X			
STBR I + II	X							
BALTIC TANGENT	X							
BALTIC PALETTE II	X			X				
EWTC	X	X		X	X		X	X
NMC		X				X		X
LogVas			X			X		
IntraSea			X					X
SBARC			X					
BG/BG +					X			
SustAccess					X			
SutraNET							X	X
RAIL BALTICA	X				X			X
SEBTRANS	X				X			
NEW HANSA						X		X
NeLoc/INLoC						X		
StratMos						X		X
REMARCC							X	X
BaSIM								X
NTN								X
DRYPORT						X		
NS FRITS								

	WP 5				
PROJECTS	Dry port developments	Empty freight reduction facilities	Development of ICT toolbox	Competence Management Systems in habour logistics	Rail transport solutions for North- South and East-West flows
	5.1	**5.2**	**5.3**	**5.4**	**5.5**
IB	X		X		
NECL 1					
STBR I + II					
BALTIC TANGENT					
BALTIC PALETTEII					
EWTC			X		
NMC			X		
LogVas					
IntraSea					
SBARC					
BG/BG +					
SustAccess					
RAIL BALTICA					
SEBTRANS					X
NEW HANSA					
SUTRANET			X		
StratMos	X		X		
NeLoc/INLoC					
REMARCC		X	X		
BASIM			X		
NTN					
DRYPORT	X				

4. RELEVANCE OF RESULTS FOR THEMATIC WORKPACKAGES AND TASKS

In this section the author will systematically explore / investigate how different objectives, WPs and tasks of the TB project could benefit from which results of performed, and to some extent from the most advanced ongoing projects under the Interreg IVB North Sea Region Programme.

Projects like Baltic Gateway, NECL I, STBR and InterBaltic have not been surveyed very deeply due to the fact that TransBaltic is departing from, and to a large extent has already incorporated the most interesting results from these projects. Thus, a deep investigation into these projects is considered to give limited added value for the purpose of this report.

It is not always obvious for which WP or task a certain result could be most relevant. In these cases the result is posted in "one place" with references to the other WPs and tasks for which it also could be relevant.

The aims and objectives of the different WPs and tasks are first quoted in the beginning of the respective paragraphs to provide the reader with a "benchmark" against which the relevance of the results could be assessed.

WP 3 The BSR as a transport gateway area

The aim of WP3 is to foster development measures in the field of road, rail, sea transport and inland navigation in order to enhance the gateway function of the BSR.

The InterBaltic project gave recommendations on building up efficient intermodal transport systems, capable of coping with and creating preparedness for the future cargo flows. In particular the project focused on: North–South transports, East-West transports, Motorways of the Baltic Sea, and "The Baltic Ring". The results of this project could thus be relevant for the enhancement of the gateway function, as well as for the "external accessibility dimension" and the promotion of intermodality and interoperability.

Read more at www.interbaltic.org

Internal accessibility context

In the internal accessibility context, these measures in the field of road, rail, sea transport and inland navigation should promote a regional growth perspective in better connectivity of the national and regional networks of the BSR countries.

The project results listed under this paragraph are also assumed to contribute positively to transport sustainability and green corridors in the context of task 4.3

North East Cargo Link

North East Cargo Link (NECL) is aiming at promoting and marketing new, speedy and safe inter modal transport system across the Mid-Nordic countries with connection from East and West. NECL is supported by and in close co-operation with private enterprises, national authorities and municipalities in Sweden, Norway and Finland and also have connections with interests in Russia and Great Britain.

The goal of the NECL project has been reached through launching an overall strategy for fully developed sustainable west/east transport solutions in the Mid Nordic Region (The Mid Nordic Corridor). The strategy gives suggestions of investments in the transport infrastructure in the corridor as a whole emphasizing the most severe deficiencies and missing links. The investments costs are estimated and financing solutions proposed. The immediate tangible effect of the NECL project, supported by among others Norwegian Railroad Authority, was the decision of the Norwegian Government to set aside 120 million Norwegian Crowns for upgrading of the Meråker railway. The project has also considerably improved the preconditions for an establishment of the missing ferry link for goods (and passengers) over the Gulf of Bothnia between Västernorrland and Österbotten in 2006/2007.

Read more at: www.necl.se

Sustainable transport in the Barents Sea Region – STBR

The STBR I project (2003 – 2005) was successful in producing many vital perquisites, the basic building blocks for the future work in Barents transport development. Building up the multi-national networks – within and between authorities, stakeholders, experts – is a time consuming task but on the same token is highly beneficial. The common understanding, knowledge and know-how concerning Barents transport characteristics, needs and strengths have been improved. STBR initiatives were brought forward on high level. STBR results have been used and are being used by various partners as a tool for justifying their development ambitions and strategies. Many sub-project results did identify the need to continue the
Barents transport co-operation also on this level.

STBR II builds directly on the results of the first STBR phase (2003-2005). First STBR explored comprehensively the Barents transport problem. STBR II takes the next steps in the process of creating a joint transport strategy for the Barents Region.

The STBR II project also produced strategic recommendations for each mode of transport - rail, maritime, aviation and road.

Read more at: http://www.barentsinfo.fi/stbr/documents_stbr.asp

TRANSPORT-RELATED DEVELOPMENTS IN THE BARENTS REGION

The Baltic Tangent project

The Baltic Tangent project aimed to produce a comprehensive strategy, a partnership and an action plan for implementation of improved transport infrastructure network linked to the main TEN north-south transport routes in Scandinavia and the Baltic States with links further east. The BT project outcome was expected to add new perspectives to transnational cooperation for the development of the southeast Baltic Sea Region and its relation to the Russian and Far East markets.

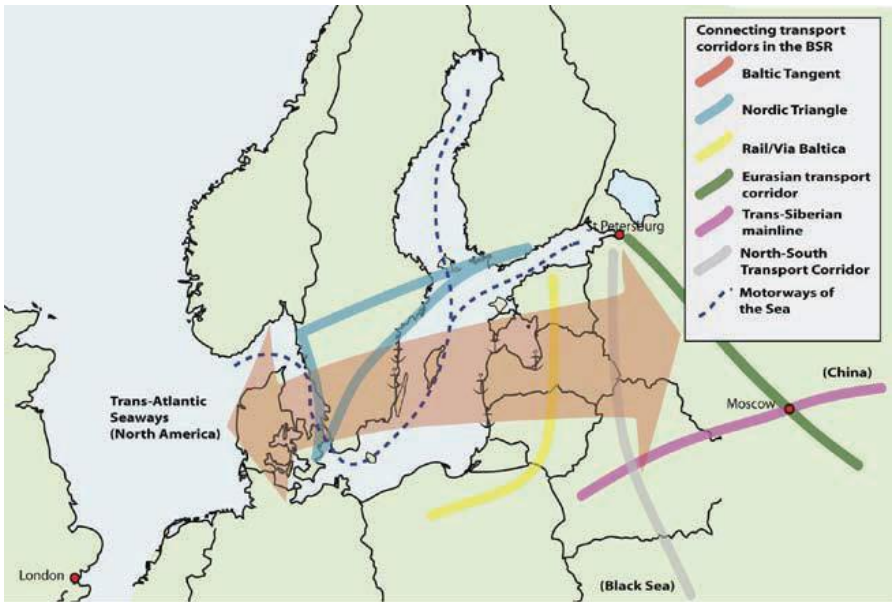
The BT project recommended concentrating infrastructure improvements in five bottleneck areas. The border crossings between Russia and Latvia and Estonia, rail capacity in the Baltic States, Riga traffic congestion, port and ferry capacities and the rail/road standard in the Swedish BT parts. The Recommendations from the BT project have been adopted by political authorities in Sweden, Latvia and Estonia

The municipalities and the Kalmar region now agree to speed up the process of elimination of bottlenecks in the land transport infrastructure by offering the state authorities upfront of financial means for launching of projects identified as BT bottlenecks Plan

One important part of this political decision in line with the BT conclusions is the support of the development of the TEN port of Oskarshamn. In both Latvia and Estonia the BT east west perspectives are identified as priority corridors in the governments transport infrastructure

planning also encouraging the continuation of the BT process in order to tackle concrete issues for investments WP 3 Internal accessibility context.

Read more at: www.baltictangent.org



The Baltic Palette II project

The Baltic Palette II project produced:

- A definition of infrastructure investment priorities with key indicators and concrete strategies for implementation
- Concrete strategies for the implementation of key actions – an overall implementation programme for transport infrastructure development
- Development of an inter-modal logistic system
- A co-ordinated analytical method and parameters to support political and business decisions, also relevant for task 3.2.

Read more at:

http://www.docstoc.com/docs/46832919/A-BALTIC-PALETTE-TRANSPORT-VISION-2030-Action-Group-Transport

External accessibility context

In the external accessibility dimension, the development measures within and between the various transport modes should create regional preparedness and response to the increasing transport flows across the BSR, which unfold both between the continents (East-West direction)

as well as between the BSR and the European mainland (North-South direction). Overall, they need to stimulate the sustainable regional growth as well as transport intermodality and interoperability

East – West connections

The East West Transport Corridor I (EWTC) project could be regarded to provide a valid framework for understanding and developing East – West connections. In a worldwide and pan-European perspective, the **EWTC** has the potential to become an important east-west connection with conscious environmental aspirations.

This transport corridor can strengthen its position with regard to various other links:

- Links to the Far East
- Russian trade platform
- Northern entrance point for the Black Sea Region

North East Cargo Link

The NECL I project has established very good cooperation with Russian partners. NECL has signed the letter of co-operation with the Euro Asian Transport Union (EATU) which is a big organization sanctioned by the Russian Ministry of Transport.

Also **the InterBaltic project** addressed East-West cargo flows.
The InterBaltic project is based upon the assumption that there will be a huge increase in cargoflows from Russia, China and the Fare East through the BSR.

InterBaltic: Recommendations for improved Euro – Asian transport connections

The process of extension of the trans-European transport axes to the neighbouring countries and regions, and further practical linking of the Pan-European transport networks with more remote interregional transport networks is a complex and time-consuming process which may take decades. The development of international rail, seaborne and combined transport networks, particularly between Europe and Asia is of a high priority for EU institutions and for many other intergovernmental and international bodies (EC, International Transport Forum / ECMT, OECD, UNECE, UNESCAP, EATU, OTIF, OSJDC and others) as well as of every region and country of EU.

- Need for diversification of transport routes opening up new Euro-Asian land corridors due to congestion in land access to major ports and safety & security problems with maritime transport

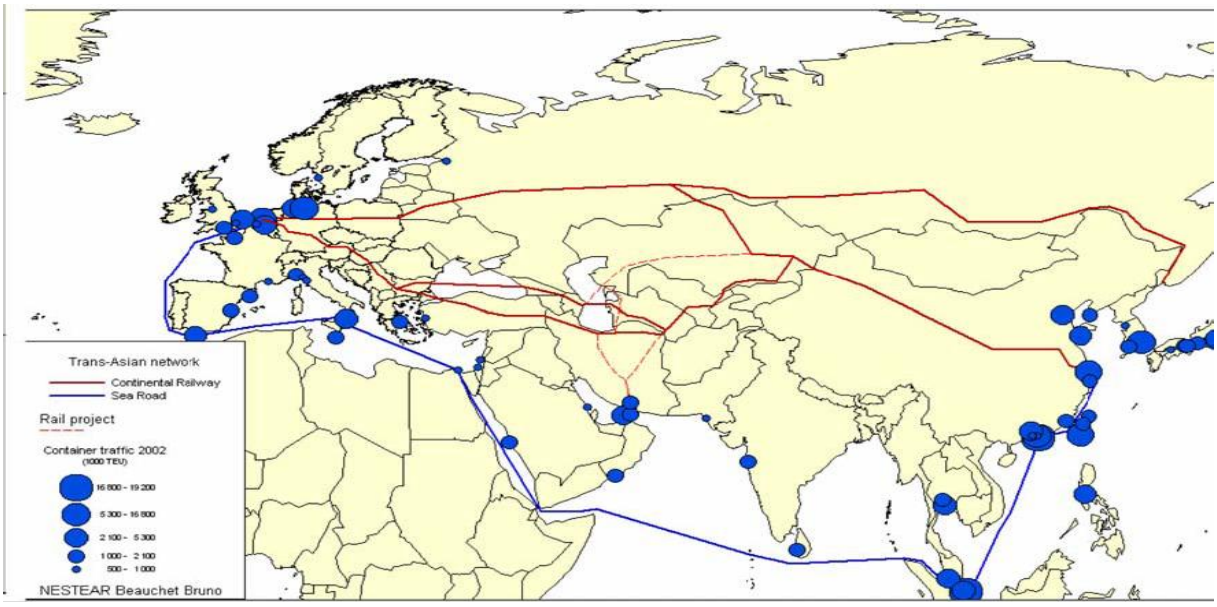
- A Transport route to Central Asia and China, crossing Black and Caspian seas is a **parity alternative** to Transsiberian route for industries and trade, located in BSR

A Significant input to the establishment of a parity alternative route have already been achieved by the international shuttle train "Viking" (Klaipeda-Odessa) and partners of TRAC ECA project

- Should focus on removal of regulatory and institutional barriers to efficient transport, promoting open and secure borders, and stable framework conditions

Although various infrastructure bottlenecks are undoubtedly part of the problem, they seem to be overemphasized, whereas the need for institutional reforms, global liberalisation and targeted modernisation are overseen or even neglected.

- Institutional reforms need global solutions through multilateral institutions under the UN (UNECE, UNESCAP), International Transport Forum / ECMT, and others, ensuring firm commitment from all countries concerned to relevant international conventions and regulations.



The Northern Maritime Corridor project

The Northern Maritime Corridor project. The overall aim and vision of this NMC Interreg IIIB project is to develop efficient and sustainable maritime transport solutions connecting the coastal regions both bordering the North Sea and manufacturing industry in the North Sea basin with industrial development in the Barents region.

Alternative route to the Baltic Sea Region and Russia

The Northern Maritime corridor provides an alternative route to the Baltic Sea Region and Russia, avoiding the congestion and other operational constraints (ice) in the Baltic Sea itself and the biggest ports.

Read more at:
http://www.northernmaritimecorridor.no/ir/public/openIndex/view/list_nmc.html?ARTICLE_ID=1116575227905&_exp=0

Task 3.1 BSR transport development inventory

This report in itself is an attempt to further develop the inventory report by investigating how the TransBaltic project could benefit from the results of performed Interreg projects, of which many were included in the report "Transport Development Inventory Report" from August **2010.**

Task 3.2 Forecasts and scenarios for BSR corridor flows

The task responds to the need of developing an investment decision-support basis for public authorities responsible for transport and regional development. It is widely recognised that such a decision support basis at the transnational level for the BSR does not exist due to scattered traffic flow data, and different methodologies and models applied for individual networks

Traffic model for the Baltic Sea Region

The LogVAS project - Logistic potentials for value added services in port-located areas, developed a traffic model for the Baltic Sea Region as well as logistic maps, which make the benefit of value added services in ports for potential users transparent and point out economic as well as political planning strategies.

The model is visualizing traffic flows with goods based on relevant trade flows both within the Baltic Sea Region (BSR) and in/out of the BSR. The focus was on the demand side of traffic (volume, type of goods, origin/destination etc.). The supply side in terms of different modes, cost of transportation, infrastructure links etc. was only considered implicitly during the modelling process.
The second main task was to define the functionalities of the intended user interface and to come to an agreement with the other partners about this. The interface is supposed to filter and display the relevant and interesting flows.
The data model finally consisted of three dimensional matrices (cubes) for each type of cargo, containing the o/d-relation as well as the split of possible routes and modes.
Out of these the requested information has to be extracted and displayed. Therefore an adequate database structure has to be defined which matches with the data content on the on hand and with the requirements of the visualisation tool on the other. Such a traffic model could serve as decision-support for the actors in the transport market and thus be relevant for this task of the TB project.

Read more at:

http://www.logvas.com/fileadmin/Logvas/Final_Reports_06/2_Traffic_Model.pdf

Modal Shift Scenarios

The INTRASEA project - INland TRAnsports on SEA routes – produced Modal Shift Scenarios with focus on the potential for shift from road and rail to inland waterways.

The project also performed an assessment of the methods for justification of infrastructure investments in Finland, Germany, Poland, Russian Federation and Sweden which could potentially improve the "investment decision support basis for public authorities".

The author has unfortunately not been able to access more information in this because the home page of the project www.intrasea.org is not longer operational.

Methodology for territorial impact assessment in infrastructure planning

The South Baltic Arc project developed a common methodology for territorial impact assessment in transport infrastructure planning for conjointly identifying priority infrastructure measures along the "Via Hanseatica (VH)" corridor. In applying it, six priority measures have been defined for the Polish part of the VH corridor, including pre-feasibility assessments.

Furthermore, the methodology has been adjusted and applied for Kaliningrad Oblast in order to define priorities for this part of the SBA region, too. The results have been presented in national and international fora.

Read more at: www.south-baltic-arc.org

Task 3.3 BSR intermodal transport system 2030

The task realises a need to consolidate visions, master plans and planning concepts delivered by the earlier pan-Baltic initiatives into one systemic framework from the perspective of sustainable regional development and transport gateway function of the BSR (see AF chapter 3.1.5). To achieve the shared character of vision and the development path (strategy to reach the vision) the project intends to apply a foresight method through participatory process involving stakeholders (experts and decision makers from research, industry, policy making and society).

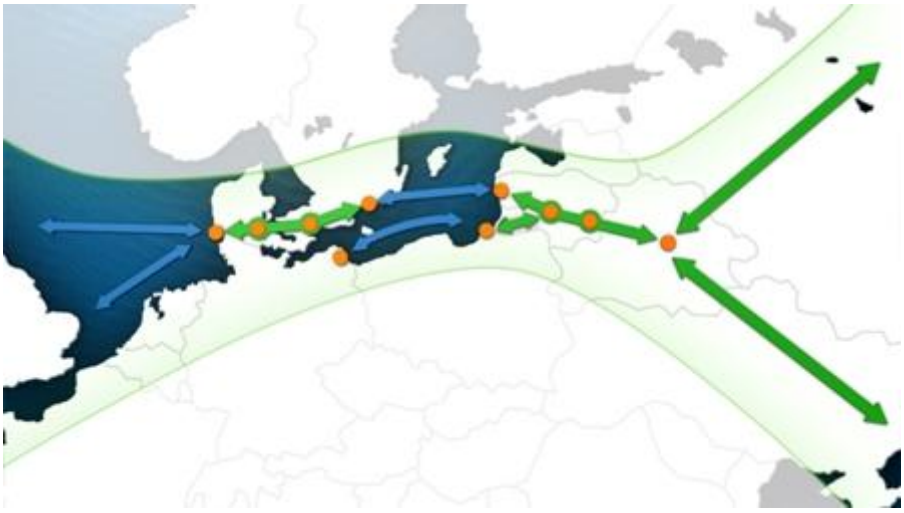
Vision for 2030

The East West Transport Corridor I (EWTC) project formulated the following vision for 2030:

The EWTC is an efficient transport corridor with close co-operation between interlinked hubs; meeting market demands for growing freight transport to and from Scandinavia and Lithuania with more environmentally-friendly transport solutions. The corridor stands out as a green corridor and is part of the Trans-European Network.

This implies a need to strengthen the links of the various transport gateways/hubs (a) with their hinterland and (b) with each other. The task is to take strategic action in order to increase the attractiveness/competitiveness of the corridor. In so doing, the hubs attract higher volumes which allow for more frequent links with possibilities for modal shifts towards rail and hence more environmentally friendly transport alternatives, and at the same time offer incentives for economic growth. The aim is to develop more environmentally friendly transport solutions within the East-West Transport Corridor: this can involve transport management, better co modality, more attractive alternatives to road transport, more environmentally friendly road transport. Progress here will be monitored using various indicators and the aim is to create a green corridor.

Read more at: http://www.eastwesttc.org/ewtc/about-ewtc.aspx



The Baltic Palette II project developed a transport vision for 2030.

Twenty-five years after the Baltic countries joined the European Union, the Baltic Palette region has changed and developed significantly. By combining the advantages of proximity and connectivity, the Baltic Palette areas have succeeded in developing their competitive potential and the "Baltic C" is a leading global growth region. For the transport sector, this period has been one of increased partnership and harmonisation—among public and private sectors, among transport modes, among technologies, and among financing sources. Partnership has taken the form of exchanges of best practice experience but also an increasing number of common infrastructure initiatives such as "sea motorways," logistics systems and high speed international rail and motorways. Private sector involvement has increased and a higher share of transport infrastructure investments are privately funded, at the metropolitan, interregional and international levels.

Read more at: www.balticpalette.com

Task 3.4 Regional action plan

The task is dedicated to the development of a regional level action plan with measures needed to enhance the transport gateway function of the BSR. It starts from specific investigation based on outcomes of inventory in task 3.1. Apart from the already chosen impact assessment study on the E-W railway connection across the northern Poland (see description in months 19-24), a number of other studies will be performed. Their selection will be based on relevant criteria that will correspond to the umbrella function of TransBaltic (such as: concordance with the thematic scope of the project, transnational impact, contribution to territorial cohesion and sustainable growth of the BSR, adequacy for EU and national transport development plans, missing link or bottleneck status not covered by the already ongoing infrastructure projects etc). Full definition of the criteria will be made by the project management group.

Several of the performed Interreg projects reviewed so far, and also being the starting point for the action plan in the context of this report provides potentially interesting and relevant input to the Regional Action Plan. The integration of these findings could also support the role of TransBaltic as an umbrella project. The following examples have been identified so far:

East-West Transport Corridor I (EWTC I) action plan

The EWTC project I produced an action plan with the following main elements:

These actions below describe the first steps towards the implementation of the long-term goals outlined in the strategy. It is envisaged that the actions be accomplished by 2013.

The actions proposed are clustered into five thematic fields:

1. The East-West Transport Corridor Co-ordination Centre handles branding both externally and internally, overall strategy and global networking. Regional partners are predominantly represented here.

2. Business development handles both transport related businesses but also the ‘spin-off’ effects of increased transport volumes. This also includes issues relating to customs and tariffs. Private companies and the ports are the main actors.

3. Hub development, including Motorways of the sea, terminal security and safety, inter-modal solutions etc. The ports take on the main responsibility here (see also task 4.1 – Challenges for Baltic ports)

4. Training and simulation support, models and calculations optimizing the services and routes in the corridor. The training of staff, setting up promotions centres and incubators aiming at equalizing the supply of staff and a harmonized corridor. The universities take on the main responsibility here.

This item could also contribute to tasks 4.2 – Human capacity building in transport operations, and task 5.3 – Deployment of ICT tool box in terms of facilitating competitive and easy to-use, door-to-door intermodal transport options.

5. Developing the transport networks including public-private partnership solutions. The development of an implementation plan including road, rail and public transport with significant environmental ambitions, also including ITS investments. National rail and road administrations are the core actors.

Read more at: http://www.eastwesttc.org/media/81752/finalreport080303lr.pdf

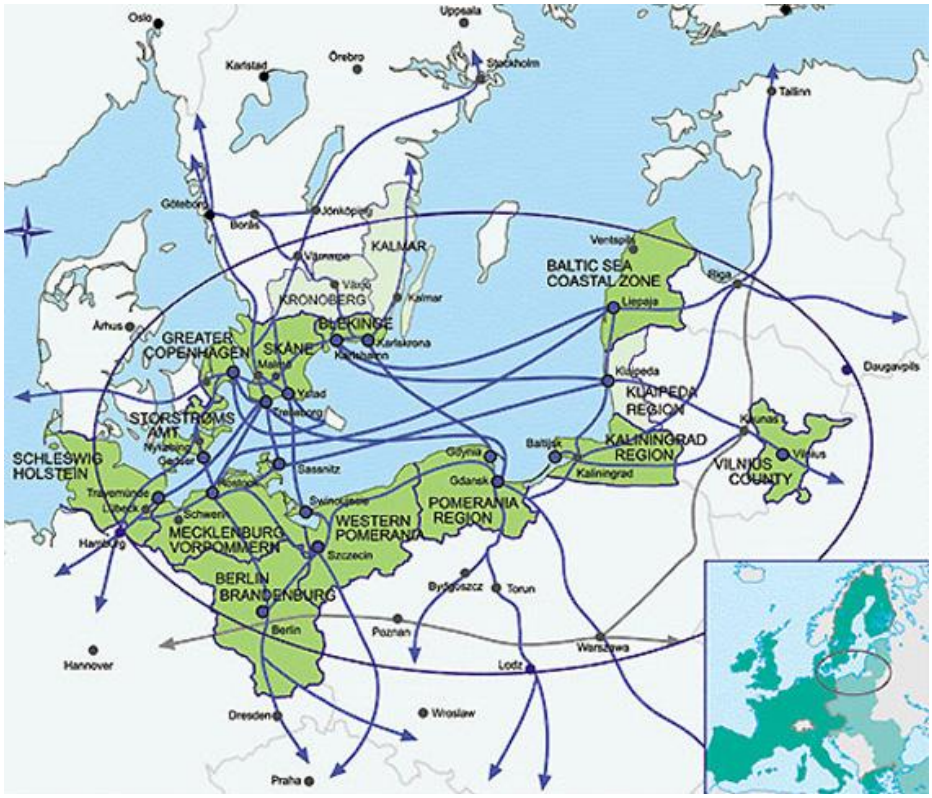
Baltic Gateway Quick Start Programme - priority list of transnational investment projects

A list of the most prioritized transport investment projects have been elaborated and processed within the Baltic Gateway partnership and finally agreed upon by regional political leaders in the South Baltic Sea area. Mostly prioritised projects are collected in the so called Baltic Gateway Quick Start Programme.

A unique priority list of transnational investment projects - Baltic Gateway Quick Start Programme - was agreed by regional political leaders. It recognised that an efficient and sustainable transport system in the South Baltic Sea area requires capacity building in transport and logistics, improvements of intermodal hubs and investments in hinterland connections. As a result the political co-operation in transport and regional development was initiated on the axes: Copenhagen-Ystad-Swinoujscie-Wroclaw, Copenhagen-Blekinge-Klaipeda-Minsk and Copenhagen-Gedser-Rostock-Berlin.

After the bottlenecks for three corridors were identified - Øresund-Gedser-Rostock-Berlin, Copenhagen-Ystad-Swinoujscie-Wroclaw, Copenhagen-Blekinge-Klaipeda-Vilnius - concrete investments were prepared. For example, the installations of road telematics (e.g. tools used to manage the road system) for variable speed limits on road E22 were implemented in region Blekinge in Sweden. Studies on cross-docking centre in Lübeck-Travemünde resulted in an offer of private investment.

Read more to: www.balticgateway.se



Strategy for sustainable transport in the NECL corridor

The NECL I project launched an overall strategy for fully developed sustainable west/east transport solutions in the Mid Nordic Region (The Mid Nordic Corridor). The strategy gives suggestions of investments in the transport infrastructure in the corridor as a whole emphasizing the most severe deficiencies and missing links. The investments costs are estimated and financing solutions proposed.

Several of the projects recommended by the STBR projects (see 3.1 – internal accessibility dimension) could also be candidates for consideration under the regional action plan to be produced under task 3.4 of the TransBaltic project.

Read more at: www.necl.se

Shortlist of transport infrastructure projects to complement the TEN-T

A paper examining the desirability of a Northern Dimension Transport and Logistics Partnership is presenting a nonexclusive shortlist of 22 key transport infrastructure projects with substantial regional impact that complement the TENT network and the key European Transnational axes.

Each Project should preferably:
- Have a regional rather than local impact, i.e. benefiting two or more BSR countries;
- Complement the TEN-T network or the key European Transnational axes;
- Be implemented in the next 5-15 years (in practice, included in the 2007-2013period)
- Have a total cost in excess of 20 million €; and
- Be "bankable" for IFI lending.

Projects fulfilling the criteria mentioned above would be large enough to make IFI lending operations possible. The most important IFI's that have ongoing lending operations in the Baltic Sea Region include EBRD, EIB, The World Bank and NIB. The order of magnitude of their combined transport sector lending in the BSR is 1,000 million Euros.
The projects identified according to these criteria are listed in annex 3 of the InterBaltic Master Plan.

Action plan for Rail Baltica route

The Interreg IIIB project "Rail Baltica" had two main goals: (a) the definition of the most favourable route for the Rail Baltica railway link in terms of spatial planning and regional development, and (b) the raising of the awareness of the relevant actors (national and regional administrations and decision makers, industry and the public) in the Baltic Sea Region (BSR) on the benefits of attractive railway connections.

The project produced an action plan and methodology for the assessment of the most favourable route of Rail Baltica. Within the project the methodology for the assessment of the potential Rail Baltica route was elaborated, which also could be used in other related infrastructure projects. The methodology and the results of the case studies can be transported to other EU development projects and regions. This indicates that the results might be applicable and replicable in the planning of other major infrastructure projects, and could therefore have some relevance for task 3.2 in the context of improving the decision-support basis for investments. Furthermore, the planning and promotion of the Rail Baltica is also assumed to have relevance for task 4.3 - Transport sustainability & green corridors – as well as contributing to the internal accessibility dimension of WP3.

Read more at: www.rail-baltica.net www.rigaregion.lv

Investment plan for South East Baltic Transport link

The project SEBTrans-Link - South East Baltic Transport Link, produced a detailed analyses and investment plans for 12 objects within the Swedish part of the corridor. The project also contributed to the approval of the A1 motorway as a priority object within the TEN-system. These results could also potentially support the "internal accessibility dimension of WP3.

Read more at: www.sebtrans.com

Concept for transport corridor development - EmsAchse

As one example the Interreg IIIB North Sea project 'SustAccess' has established the concept of an EmsAchse transport corridor in Emsland, Germany. This concept was so successful that it rapidly developed from a mere transport-zone thinking into an EmsAchse development zone with mere amounts of economic impacts on overall development in the area. As a result a formal cross-sectoral and cross-authority association, 'EmsAchse' was established by various 'Landkreise' and municipalities and even private sector clients.

The main task was to promote the concept of development zone thinking. In turn this development zone has had sufficient impact to secure a major (165 Mill. Euros) upgrade **in** the Dortmund-Ems canal, one of the backbones of the EmsAchse corridor. The way of organisation can be exemplify itself as a good practising example where it can also be easily be transferable to other regions.

5. WP 4 HORIZONTAL MEASURES

The aim of WP4 is to develop regional level proposals for better harmonisation and coordination of transport planning and policymaking in the BSR, as stipulated by the EU Baltic Sea Strategy. Therefore, WP4 intends to serve as a meeting place for presenting national and regional policy perspectives, as well as viewpoints of the business community, on common transport development challenges.
The WP will also provide ground for developing generalised transport intermodality and interoperability solutions (BSR transport blueprints) based on TransBaltic WP5 activities and on findings of parallel transport corridor projects (e.g. East West TC II, Scandria etc.).

Task 4.1 Challenges for Baltic ports

The task features debates and follow-up investigations in the audience of regional, national authorities and transport actors in an effort to couple individual MoS links into a system of Motorways of the Baltic Sea. A point of departure for the task will be the diagnosis of the port sector in the BSR presented in the recent Baltic Seaports Outlook 2008. The envisaged activities will respect the context of the EU transport policies, with an underlined role of ports as junctions between the maritime and land-based transport modes and axes as well as of stimulators of smooth door-to-door deliver supply chains, and the scope of the EU Baltic Sea Strategy

The latter speaks literally about a need to develop ports and their adequate connections to the hinterland in particular by rail and inland waterways. In a complement to potential actions at the national level (e.g. Baltic Transport Outlook), task 4.1 will focus more on port-hinterland relations and impacts, future of smaller ports and environmental challenges. It will also discuss MoS implementation constraints. Conclusions (e.g. proposed further maritime link projects to emerge through national-regional cooperation) will be communicated at the EU and national levels and incorporated in the Regional Action Plan (task 3.4).

The LogVAS project - Logistic potentials for value added services in port-located areas, created an information basis and to identify logistic potential for Value Added Services (VAS) in the BSR ports. In this way the project also enhanced investments in ports, commercial areas and their hinterland connections.

The viable logistic market concepts which combine sea, rail road, air and inland waterway transport are also considered to have relevance in the context of "Key business actions" in WP5.

Read more at: www.logvas.com

The project **NEW HANSA OF SUSTAINABLE PORTS AND CITIES** aimed to identify and create sound environmental practices and policies for ports and cities. Reducing air emissions and noise, and managing waste and waste water, were in focus for the analyses and exchange of good experiences carried out within the project partnership consisting mainly of ports and port cities from Germany, Sweden, Finland, Denmark and Poland.

The project produced a Memorandum of Understanding between 15 of the participating ports, port cities, shipping companies and other stakeholders. The memorandum is a voluntary agreement providing a basis for development of joint environmental practices in ports. A number of good practices on management of air quality, solid waste and waste water are included in an Annex to the memorandum

The project also indentified shore-to-ship power supply systems for ships staying in as one major method to decrease the emissions. Such a system was further developed by New Hansa and actively marketed to ports and shipping companies in the Baltic Sea region.

These results from the New Hansa project are also considered to be relevant for task 4.3 Transport sustainability & green corridors.

Read more at: www.newhansa.net

The InLoC project- Integrating Logistics Centre Networks in the Baltic Sea Region

Was a follow up of the project NeLoC and aimed at further improvement of the networking between logistics centres, ports and other logistics operators in the Baltic Sea Region. The project also analysed spatial and environmental consequences of logistics centres and aimed at removing bottlenecks in port-hinterland connections. Furthermore, the project tried to improve the compatibility of ICT based networks.

The project produced the following results considered to be relevant in the context of task 4.1:

- A report on joint marketing of logistics centres,
- Case studies on the relations between logistics centres in a broad sense and spatial planning including environmental and territorial aspects were carried out in Finland, Estonia, Poland and Lithuania
- A strategic environmental assessment (SEA) of an investment related to the establishment of a logistics centre in Poland was produced, 4.1: Challenges for Baltic ports
- A feasibility study and demonstration of a hinterland hub operation (dry port concept) revealed that the main interest groups in BSR in general have a positive attitude towards the concept. This latter result is considered to be equally relevant for task 5.1 Dry port developments

Read more at: www.inloc.info

The Northern Maritime Corridor project (NMC) established regional maritime clusters, consisting of ports, transport operators, forwarders, cargo owners, public authorities and research institutions. The ports were usually the driving partner of these clusters. The maritime clusters have in general been instrumental as a local arena for promoting SSS as well as for promoting transnational business cooperation, and thus regional development in large. The clusters could be regarded as a universal cooperation model instrumental to increasing port business and expanding their regional and transnational cooperation network. The cluster model is assumed to be equally applicable also in the BSR.

Read more at:

http://www.northernmaritimecorridor.no/ir/public/openIndex/view/list_nmc.html?ARTICLE_ID=1116575227905&_exp=0

Strengthening the role of ports and hinterland facilities in door-to-door transport chains

One of the Work Packages of the **StratMoS project** is dealing with the above issue. The assumption is that the efficiency of MoS services can be stimulated through organization, cooperation, networking and integration between the hubs and hinterland logistics facilitators.

The expected results will be:

- Identification and analysis of the conditions in relation to connecting ports and hubs more efficiently
- Development of a MoS-integrated Dry Port development (see also task 5.1)
- A set of recommendations that should supply the framework for connecting the hinterland with the North Sea Region ports, putting more focus on the possibilities for co-modality.

The following reports have been produced within this work so far (April 2011):

Characteristics of complementary ports and benefits from port cooperation

In summary, some of the main aims for ports to engage in cooperation are:

- Costs savings through rationalization of operations (marketing, ICT systems, accounting, etc.)
- Developing strategic alliances with other ports
- Sharing the risks
- Increase customer service and services available
- Knowledge sharing
- Sharing the costs of new investments (road, rail, terminal, etc.)

According to the report, port cooperation is becoming more common, more intense and that there are indeed some potential and proven benefits for ports to cooperate between themselves and others in the transport chain.

Port cooperation and port complementarities activities have been shown to bring positive benefits to port operations.

Some ports are at the forefront of port cooperation, due to their organizational structure as a result of the merging of two or more ports together. Ports such as Copenhagen Malmö Port and Association of Danish Ports (ADP A/S) have been innovative in merging ports within close proximity of each other. Other examples of this include the Port of Bergen, Norway and in Scotland with Forth Ports Plc. the strategic port cooperation shown in the Flanders region of Belgium demonstrates a high level of port cooperation within one region. Together the ports Antwerp, Ghent, Zeebrugge and Ostend are marketed as one strong brand to the outside world. Other forms of cooperation are, however, not so easily visible. These include such agreements where one port has shares in another port, such as seen with the Port of Amsterdam who holds shares in Port of Rotterdam.

Despite the several above mentioned cases, there is still a need to further explore more case examples of port cooperation so authorities can learn from the experiences of each other with the goal of improving the entire transport chain.

One major hindrance to port cooperation has been seen with country and EU level competition rules. The EU can, however, assist with working on such matters as harmonising working practices, laws and operation procedures which would bring an EU wide standard into the market to make the cost and ease of business operations easier for all parties.

It is assumed that also ports in the BSR could benefit from the experiences and findings of port cooperation in the North Sea Region.

Development of the port in to an intermodal hub

One of the Demonstration projects of StratMoS is dealing with issues related to improve the capacity for and performance on intermodality in ports.

The sub-projects are addressing the following issues:

- Invisible intermodal transport with seamless junctions
- Optimising feeder and SSS operations
- Applying logistics technologies
- Serving hinterland by barge and rail

Read more at: http://www.stratmos.com/stratmos/public/openIndex?ARTICLE_ID=151#frontpage

Task 4.2 Human capacity building in transport operations

The task results from several standpoints made by administrations of ports and logistics hubs around the Baltic Sea on human skills as a key factor for sustaining the transport growth. As predicted, already in the near future a mismatch is going to emerge between the demand for transport professionals and the supply of appropriately trained people. Already some present observations claim that transport and logistics-related industry sectors are having difficulty attracting qualified staff. As this challenge is not specifically explored in the European, pan-Baltic and national level transport and education policies, it is necessary to use the competence of relevant stakeholders for assessing the scale and scope of this mismatch tendency, examining transport development and regional growth implications and for making appropriate policy recommendations.

Recommendations for competence development in the freight logistics sector

The Sutranet project under the Interreg IIIB North Sea Region Programme has investigated and underlined the importance of competence development in the freight logistics sector.

The project points to the need of establishing international comparison studies of the strengths and weaknesses of the education systems in the different countries. Regarding the search for vocational trainings in the logistics industry, it was difficult to get sufficient information about contents/the curricula of training due to a lack of sources of information in some countries.
The project appreciates the wish for uniform vocational training systems and sees the necessity to enable apprentices to serve parts of their education abroad due to the grown together Europe and

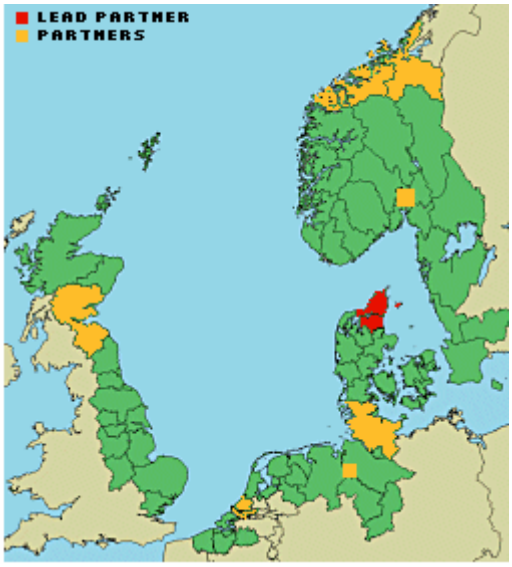
the increasing meaning of the so-called Europe competence (not only for Freight Integrators). Since the reform in 2004 the German education freight forwarding and logistics services clerk is a good example for developing this competence. According to the results of the UtilityAnalysis, this education can be regarded as best one for providing apprentices with necessary competences for Freight Integrators.

According to the Sutranet project, the freight forwarding and logistics services clerk is the education that provides an apprentice best with the competences needed to organize intermodal transport.

The project suggests for a best practice manual for Freight Integrators, that the basic training should always be implemented based on the model of the Dual System of the freight forwarding and the logistics services clerk including advanced education for the co-workers in regular distances so that they can update their skills.

As the employees are hardly to spare, especially in the SMEs, the durance of the training shouldn´t be too long and the effort not to strengthened.

Read more at: http://sutranet.plan.aau.dk/



E-learning platform as a tool for competence development

Theoretically the advanced training should be offered as e-learning. In this area, the above mentioned **REMARCC project (Interreg IIIB North Sea Programme**) rendered outstanding services and has developed an e-learning platform which is used by the students of the University of Applied Sciences Oldenburg Ostfriesland Wilhelmshaven.

Though, the tested students of the University of Applied Sciences in Kiel wished that they would like to have a supervisor. So the author suggests Blended Learning (Blended Learning is a combination of e-learning and presence seminary), as it saves time and financial resources and updates the most important competences which were developed over several years during a training in the Dual System. The REMARCC project also worked to strengthen logistics competencies more in general.

EWTC I – Intermodal Promotion Centres & Education

Description: There are a number of urgent human resource developments influencing the growth potential of the corridor. As inter-modal transport increase it will generate a huge demand for a skilled inter-modal workforce which requires both promotion and education.

On a management level it requires a new kind of global inter-modal logistics network.
Measures: Creation of a network of Intermodal Promotion Centres (IPC) in the BSR combining both national and regional IPC's. To develop a handbook as a concrete reference point for the industry based on EU & national project results and market 'best practices' To develop eLearning platforms, simulations, business games etc.
Expected outcome: To meet the expected future level of demand for a skilled workforce and to establish an integrated model for co-operation between the transport sector and research, built on the Triple Helix concept

Task 4.3 Transport sustainability and green corridors

The task is dedicated to debates and follow-up investigations related to the sustainability in transport operations. Following the EU freight transport agenda guidelines, the task will especially explore the notion of "green corridors", i.e. freight transport corridors that are characterised by low impacts on the human and natural environment and which promote rail and waterborne transport modes.
As the green corridor concept becomes the essence of some maturing transport corridor projects initiated by the regional authorities (e.g. East West TC II, Scandria etc.), in order to fulfil the umbrella function of TransBaltic the task will attempt to provide guidance to them on green corridor experiences elsewhere in Europe and worldwide. Further, following discussions, the task may see specific investigations in corridors not covered by ongoing 'green corridor' projects, concerning modal split, development of environmentally friendly transport modes and green solutions.
Finally, the task will generalise findings of both own and other projects' investigations at the BSR level. Through the cooperation with the national level and the business community, this may lead to the creation of BSR solutions (blueprints) and a policy response from this geographical area to the challenges of transport sustainability across Europe. It may even launch concrete

pilot initiatives, which would contribute to improving safety, freight logistics efficiency, shifting freight from road to rail and sea, and minimising environmental impact of transport in the BSR

Requirements for Green transport corridors

The concept of green transport corridors is defined as a "concentration of freight traffic between major hubs and by relatively long distances of transport" according to the Communication from the Commission: Freight Transport Logistics Action Plan.

According to the **East West Transport Corridor (EWTC)** project I the definition of the Green corridor concept will reflect an integrated transport concept where short sea shipping, rail, inland waterways and road complement each other to enable the choice of environmentally friendly transport. They will be equipped with adequate transhipment facilities at strategic locations (such as seaports, inland ports, marshalling yards and other relevant logistics terminals and installations) and with supply points initially for bio fuels and, later, for other forms of green propulsion.

Green corridors could be used to experiment with environmentally-friendly, innovative transport units, and with advanced ITS applications. A number of initiatives are coming together in EWTC to promote this objective, including the freight oriented railway network, motorways of the sea and NAIADES. Fair and non-discriminatory access to corridors and transhipment facilities is a requirement for co-modality and needs to be addressed.

Furthermore, it is crucial to ensure the financing of investments and co-operation, and to provide an efficient management of all the necessary elements, including managing environmental issues, as the development opportunities of the single hubs are interlinked.

Read more at: http://www.eastwesttc.org/ewtc/about-ewtc.aspx

Maritime Transport Corridor Development, Best Practice innovative freight transport corridor concepts

The BaSIM - BALTIC SEA INFORMATION MOTORWAYS project is addressing the concept of Baltic Sea Motorways along transnational transport corridors. The first being addressed by the work-package (WP) 3 "Maritime Transport Corridor Development" with

special focus on the implication towards information and telecommunication technologies (ICT). Those are content of the other WPs of BaSIM in particular concerning "Standardized ICT Architecture" (WP1), "Supply Chain Security" (WP2) and "Supporting information services" (WP4).

In the WP addressing *Maritime Transport Corridor Development*, the project produced a report on Best Practice innovative freight transport corridor concepts; a report on Feasibility of Maritime Corridor Concepts incl. spatial planning impact, and the final version of the "Evaluation Handbook for Sea Transport Corridors (Motorways of the Sea)"

Read more at: www.basim.org

Strengthening inland waterways

The work of the **INTRASEA project** to strengthen the role of inland waterways and promote shift of cargo from road and rail to waterways is also considered to be relevant in the context of task 4.3.

Read more at: www.intrasea.org

Calculation tool to estimate maritime emissions

The SUTRANET project developed a calculation tool to estimate maritime emissions due to vessel traffic in the North Sea Region. In addition a case study of the Port of Gothenburg was made to identify spatial and environmental barriers to inter-modal transport

The primary goal of the tool is to quantify emissions to air from a single ship or a fleet of ships on specified transport routes. Emissions in port are also modelled. Besides a short instruction sheet, the tool consists altogether of seven MS Excel sheets, of which four are used for data input:

Ship Input Defines the ships to be modelled. The input form accommodates detailed data; however where data is not available, default values for ship type are applied.

Route Input Defines the routes to be modelled.

Traffic Input Defines the traffic on each route, i.e. here defined ships and defined routes are combined.

Port Input Defines the port time per ship and port. Cells for entering input data and input information are marked in yellow: The main output sheet is:

Results Displays the calculated emissions and fuel consumption per route and per port. In addition there is a ship database sheet:

Ships Table Stores and displays all entered ships along with intermediate data for the calculations, as well as the calculated emission and fuel consumption factors for routes and ports, expressed as kg/km and kg/hr, respectively.

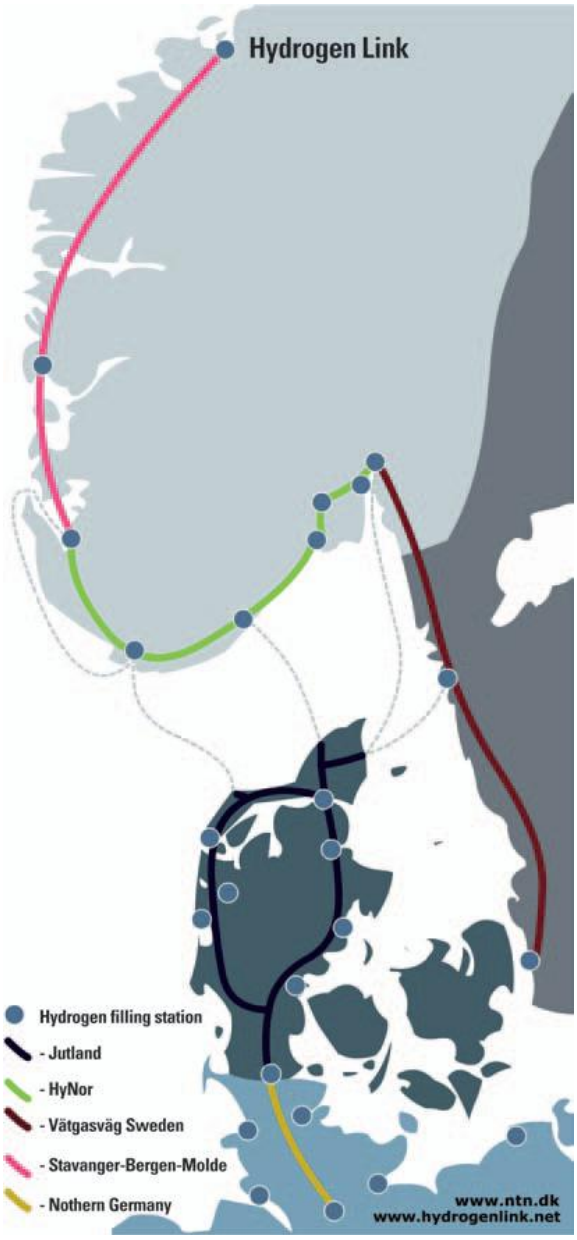
The final sheet - *Ship Defaults* - contains all the default values that the model uses for the calculations of emission and fuel consumption factors (cf. *Ships Table*). This is just a presentation, information and "look-up" sheet.

Read more at: http://sutranet.plan.aau.dk/

Cross-border infrastructure with hydrogen filling stations

The pilot project "Hydrogen Link" under the project **Nordic Transortpolitical Network - NTN** has taken the first steps towards transnational cooperation with the creation of cross-border infrastructure with hydrogen filling stations in 4 countries: Denmark, Norway, Sweden and Germany. This activity has attracted political attention, attention from businesses and developers and last but not least, attention from the media.

Read more at: www.ntn.dk



SSS route development initiatives

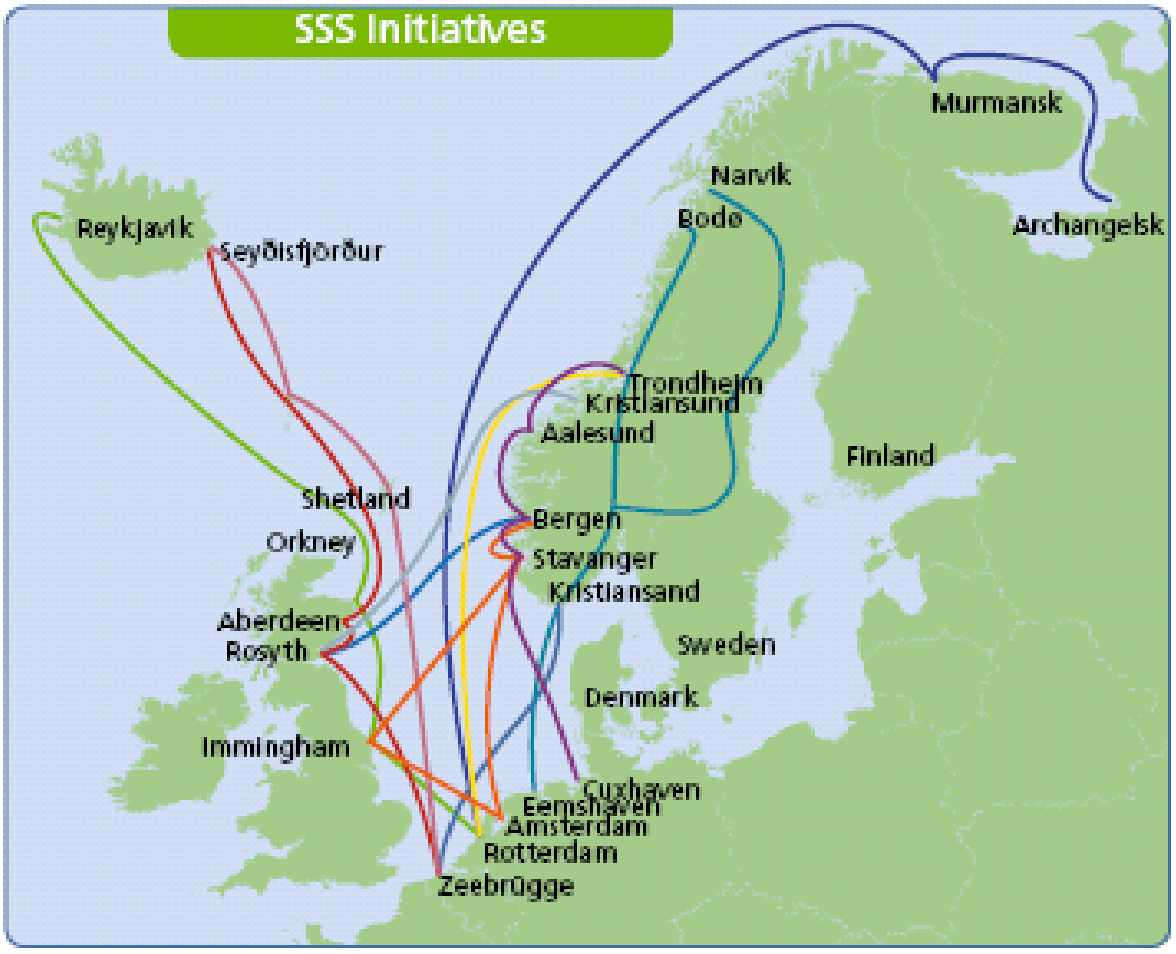
The **Northern Maritime Corridor project (NMC)** focused on the establishment of new/improved short sea shipping services to shift cargo from road to sea.

There has been taken a number of initiatives for new and improved SSS services. These initiatives have sometimes come from shipping companies and industries, which NMC has supported, and sometimes the initiatives have been taken by the NMC project with the involvement of private sector. Several of the initiatives have materialized in new or improved services.

These service development initiatives are regarded as a contribution to the development of "greener" transport corridors by shifting cargo from road to sea.

Read more at:

http://www.northernmaritimecorridor.no/ir/public/openIndex/view/list_nmc.html?ARTICLE_ID=1137768418147



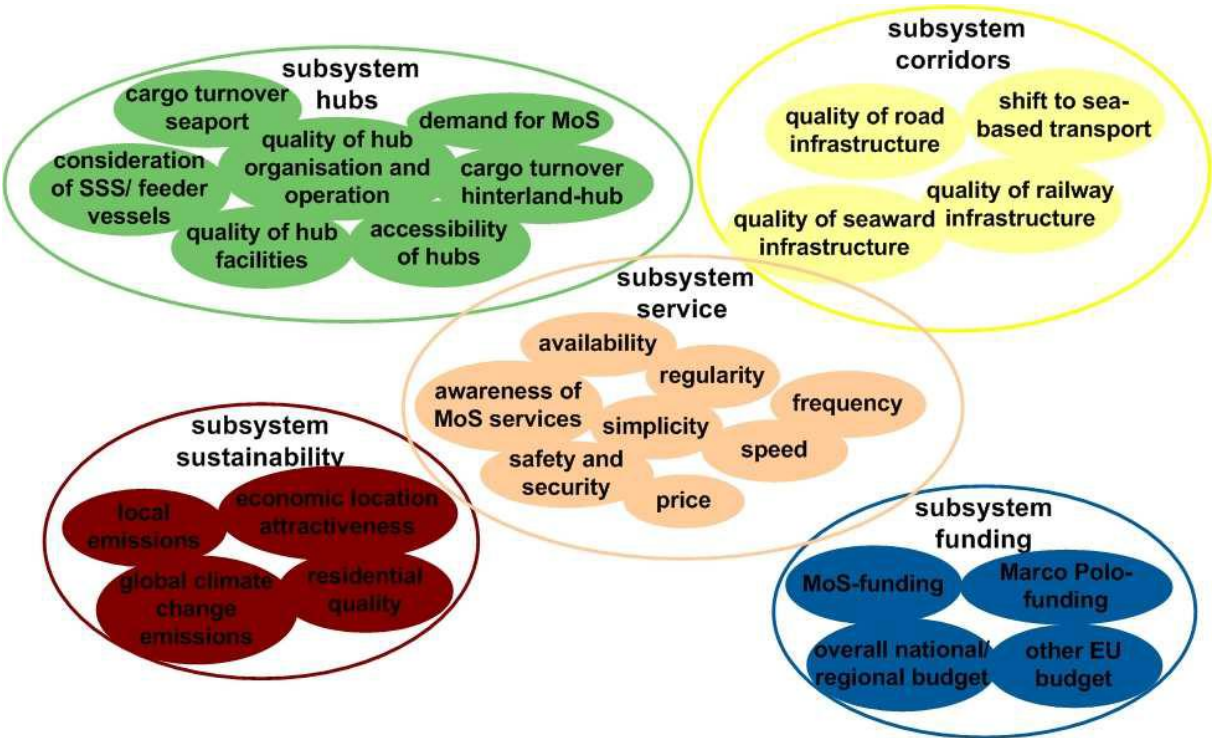
Tools and models for MoS funding applications

The StratMoS project has compiled relevant information and developed tools to assist stakeholders in the preparation of MoS funding applications under the TEN-T and Marco Polo programme. The tools have been developed on the basis of experiences from MoS TEN-T calls in the North Sea Region – extracting information and methodologies relevant for assessing environmental and socio-economic impacts from MoS applications. These tools will serve to

lower the perceived obstacles to the MoS instruments on the part of the industry, and have a potential for producing MoS applications of higher quality. For more information see: http://www.vsl.tu-harburg.de/stratmos/

Systems model for MoS

The StratMoS project has also developed a systems model for MoS to help clarify the definition, activities and actors relevant to MoS, in order to improve decision making, planning and implementation of MoS projects. The resulting MoS-system so far comprises 27 variables divided into the following 5 sub-systems:



The full systems model can be downloaded on http://www.stratmos.com/stratmos/public/openIndex?ARTICLE_ID=128#files,

Promoting periphery-based MoS applications

The StratMoS project has produced a report on how to better understand the potential benefits of improved accessibility to peripheral areas and to propose criteria for peripheral oriented MoS TEN-T projects. According to the current TEN-T guidelines (Article 12a) the objectives of modal shift and accessibility are supposed to be on an equal footing. However, despite the opportunity to submit a peripheral based application under previous and current MoS calls, no such applications have been submitted to date. In practice there is a bias towards MoS funded projects promoting modal shift, and the European Commission therefore has no experience with evaluating this kind of application.

In order to facilitate MoS project applications from peripheral areas, there is a need for a more strategic view of peripheral areas and a better understanding of the benefits to the wider EU Community of improved territorial, economic and social cohesion of improved accessibility to peripheral regions. The need to reinforce the strategic position of peripheral areas on the TEN-T network is also reflected in the Annual Activity Report 2009-2010 for Priority Project 21 on MoS, which called for a dedicated aid system which is better suited to islands and ultra-peripheral regions.

The StratMoS project suggests that future MoS calls under TEN-T (from 2011 onwards) should be amended to better facilitate peripheral based applications, and that peripheral MoS applications should be compared to other peripheral based applications rather than modal shift applications. To this end the project has developed preliminary suggestions for a revised checklist for the North Sea call which would better facilitate the development and evaluation of periphery based project applications. This report also suggest that there is a need to operationalise the definition of peripherality in order to clarify which project applications should be considered as 'peripheral based', and have developed a set of proposed checklist questions for this purpose.

Read more on: http://www.stratmos.com/stratmos/public/openIndex?ARTICLE_ID=100

6. WP 5 KEY BUSINESS ACTIONS

The aim of WP5 is to test practical solutions contributing to the integration of transport patterns and networks, and thereby to the development of a comprehensive multimodal transport system in the BSR. Qualification of these business concepts to the TransBaltic has been carried out based on two premises. First, they have been identified as crucial in strategic documents by the pan-Baltic organisations (e.g. CMPR Baltic Sea Commission, BSSSC). Second, they have not been applied so far by any other transnational project, including the transport corridor projects, parallel to TransBaltic in the submission to the second call for proposals.

Task 5.1 Dry port development

The task promotes a concept of dry port, understood as a part of a seaport moved some 30-200 km into the hinterland in order to satisfy the customers demand and at the same time to ease operational constraints (e.g. traffic bottlenecks in the main port area). The concepts seems very applicable to the BSR conditions as several container ports around the Baltic Sea encounter problems with the lack of space, queuing times, road access and low share of rail transport mode in cargo supply. For that reason dry ports, located in the proximity to TEN-T links, could offer an additional capacity to the container ports.
Although some Baltic ports are advanced in setting the system of operational dry ports (e.g. port of Gothenburg in the project partner area of Västra Götaland Region), there is lack of an overall experience across the BSR in using this concept in practice as a driver for regional development

The InterBaltic project produced guidelines for the planning of dry ports which are assumed to have been integrated and exploited as a basis for task 5.1

Read more at: www.interbaltic.net

Recommendations for Dry Port integration into the MoS

WP C of the StratMoS project has reviewed the issue of intermodal terminals; the concept of Dry Ports; added value and boperational procedures of Dry Ports; the possible advantages and disadvantages of different funding and management of Dry Ports; ICT as the mean for fluent communication, co-ordination and control in the transport network; the analysis of best practice examples of Dry Ports in Europe; political aspects about Dry Ports and Motorways of the Sea (MoS); recommendations for Dry Port integration into the MoS.

There are several kinds of intermodal terminals that appear to be similar to a Dry Port by their functions and facilities, for example inland ports, inland clearance depots, conventional intermodal terminals, etc. However, the Dry Port is the most advanced of these, mainly because this concept includes at least the following functions:

- cargo transhipment from rail to road or the other way around,
- temporary storage of goods,
- consolidation and distribution activities,
- a variety of value-added services and customs clearance service

Suggested definition of Dry Port concept*:*

A Dry Port is an intermodal terminal situated in the hinterland servicing a region connected with one or several ports by rail and/or road transport and is offering specialised services between the Dry Port and the overseas destinations. Normally the Dry Port is container-oriented and supplies all logistics facilities, which are needed for shipping and forwarding agents in a port.

Recommendations:
The Dry Port will be the link in the transport chain, which helps to improve the services of the MoS, if it is an integral part of the MoS. Therefore, certain features should be characteristic for the Dry Port and connecting infrastructure, certain actions should be executed in order to integrate the Dry Port.

• Dry Ports should provide such services, which can supplement the ports.

Examples of services can be customs clearance, sorting, long/short time storage, etc. In this way the port is relieved from the congestion and the transport chains become more efficient and lean.

• A Dry Port should be beneficial regarding supply chain efficiency, effectiveness and environmental performance.

• A Dry Port should have high capacity, modern equipment and infrastructure, as well as adequate storage capacity in order to be able to create benefits for different actors.

• The potential customers (freight forwarders or shippers) will be encouraged to integrate a Dry Port in their transport chains if this link is able to suggest added value, in terms of improved choice of tailored and value-added services in the terminal

• High capacity and efficient hinterland infrastructure should connect a Dry Port with the port.

• The suitable location should be selected in relation to the distance from the port, technical and economical aspects. However, not all landscapes (i.e. Norway) are suitable for Dry Port implementation.

• Information and communication technologies should be a mean for effective co-operation between different actors in MoS (e.g. ports, Dry Ports, rail operators, etc.) and for availability of customer friendly services.

• Management of operations in a Dry Port should be based on the information and communication technologies in order to enable easier and advanced co-ordination and management of transport operations, and to ensure safety, security and reliability.

• Governance of a Dry Port has to ensure transparency and equal treating of the customers and equitable infrastructure charging.

• Several transport modes should be served in a Dry Port.

•The problem of different labelling of the sea and rail transport should be solved.

• The possible role of Dry Ports in the logistics chain should be stressed more in the relevant

European policy documents on Motorways of the Sea, and Member States on their turn should invest in port hinterland connections to and from Dry Ports.

• The European Commission and the Member states should work on measures that may facilitate the integration of Dry Ports in the logistics chain: national single windows for integrated maritime transport, a single European transport document.

• The Dry Port should be considered by: the port cities where the goods from the ports are transported only by road; congested ports; national transport policy makers and planners of the countries, which are supporting the environmental efficiency; freight forwarders, looking for efficient and value adding nodes in the transport chains, and other actors of the logistics sector.

Dry Ports can be significant facilitators of development of efficient MoS services. All the listed characteristics are important for Dry Port implementation as a link in MoS. However, they cannot be applied equally in all cases. The degree of importance for implementation of each feature depends on the individual case of the Dry Port. Dry Ports can become an important link in transport networks while also acting as a clustering point for ports.

Read the full report at:

http://www.stratmos.com/stratmos/public/openIndex?ARTICLE_ID=127#frontpage

Dryport is a three-year public/private sector **Interreg North Sea Region project** with partners from the ports and logistics sector, from local authorities representing important logistics areas and from key universities. The partners are working together through a programme of workshops, studies and site visits, examining the development, design and effective operation of dryports that are fully integrated with the freight handling systems of the seaport facilities they serve. The following regions and ports are partners to the project: Västra Götaland, Sign Scotland, Bremen, Haven Gateway (England), Zeebrugge and North Netherlands (Emmen and Fryslan).

Read more at: http://www.dryport.org/index.php?page=10

Task 5.2 Empty freight reduction facilities

No relevant results were identified for this task.

Task 5.3 Deployment of ICT toolbox

The task addresses a need to achieve a shift of behavioural patterns among shippers and forwarders (esp. SMEs) that in majority still prefer to utilise road transport facilities offered by hauliers that they are traditionally accustomed to work with. Popularisation of intermodal opportunities would, however, require better awareness among transport users of competitive and easy-to-use, door-to-door intermodal transport options.
There is thus an evident need to make various types of information available in an interoperable manner, including e.g. up-to-date information on intermodal transport opportunities or decision support on how to best combine individual transport services into intermodal operations.

Electronic tools supporting shippers and forwarders in using intermodal transport solutions are available, however they are not sufficiently tested and harmonised to fulfil the needs of shippers and forwarders and obviously not so advanced as in the road sector.
Task 5.3 will hence aim to show how different actors involved in planning of intermodal international cargo flows can benefit from the access to the reliable data and supporting functionalities of a dedicated ICT toolbox.
The task will use as a supporting tool the software application for planning intermodal transport chains (tentatively tested and prepared for deployment actions in the framework of the InterBaltic project). To get the most reliable assessment of the potential benefits, the demonstration shall be conducted in real transnational transport corridors with a participation of business entities operating in this corridor and related to real shipments and cargo flows. One of the selected areas for testing will be a corridor between Hamburg and Poznan.

ICT toolbox for planning of door-to-door transport options

The **InterBaltic** project developed a concept and software application for an ICT toolbox for business users (incl. SMEs) in order to help them plan door-to-door transport options. Task 5.3 has already decided to use this software application as a supporting tool.

Standardised ICT architecture for promoting interoperability and handbooks for Supply chain security

The BaSIM - BALTIC SEA INFORMATION MOTORWAYS project produced the following results of potential relevance for this task:

Standardised ICT architecture: report on user requirements; ICT capability evaluation report; user documentations of the solution; draft reports of the new BaSIM interoperability architecture and two implementation cases

Supply chain security: Overview of new regulations and existing systems; Best Practice Handbook and a first part of the Best Practice Fine Concept on telematic solutions improving security and safety by telematic integration and support as well as definitions on the demonstrators

Read more at: www.basim.org

Tool for simulation of traffic flows

The EWTC I – project has developed a fully-fledged simulation tool, with an associated database of the EWTC, available to stakeholders in supporting the identification of suitable decisions to make and actions to take. Furthermore, this action is about establishing a network of simulation tool competence providers.

The aims of the simulation tool are:

- To simulate the impacts of investments, road taxes, bottleneck improvements, etc.

- To support the decision-making undertaken by stakeholders by means of simulation tools, thereby generating more efficient and attractive solutions. To support the co-ordination of the involved actors, such as, shippers, customs and terminal operators by improving the integration of the operations.

Measures:
• Create a user-friendly simulation tool and a EWTC database
• Set up a network of simulation tool competences
• Support co-operation between actors

Expected outcomes:
An operational simulation tool that is used by the harbours, the transport service providers and public authorities.

Transport information system in the North Sea Region

Sutranet: One of the main achievements was in this context the established R&D network and an improved the decision-making basis by elaborating the first step of a transport information system in the North Sea Region.

Internet portal for SSS and inland waterways

The **REMARCC** project has developed a concept for an internet based promotion instrument that has been presented and discussed among the project partners. The idea of the concept is to set up a portal about short sea shipping and inland waterways in the North Sea Region using the name www.northseashipping.org

ICT tools for making intermodal transport more efficient and competitive

The NMC project has explored ICT as tools for MoS, with an emphasis on how ICT can make intermodal transport more efficient and competitive. The ICT should be mode independent and investments in such system should be eligible for MoS support

More specifically, the NMC project developed a web-based Door-to-door Guide with an address-to-address look-up, listing of transport alternatives, description of each alternative and route maps. NMC responded to an initiative by the Shortsea Promotion Centre of Norway.

The NMC project also developed an ICT tool to improve the efficiency of business processes for shipping companies (Efficient Transport Chain - ETC:) The purchasing of the ICT solution was afterwards made by three shipping companies on their own costs. It is assumed that such ICT tools could also be applicable for shipping-related stakeholders in the BSR.

Interoperable information systems and common standards for electronic transmission of relevant data

The second phase of the NMC project (2005 – 2008) further developed the efforts at increasing the use of suitable and compatible information systems/ applications with transport users, operators and carriers, including ships and ports. A major part of this work consisted of promoting interoperable information systems and common standards for electronic transmission of relevant data. The NMC initiated a process with actors involved in SSS to improve their business process efficiency by utilizing ICT to a greater extent.

It is assumed that the ICT-related tools and knowledge generated by the NMC project could also be applicable for shipping-related stakeholders in the BSR.

Read more at:

http://www.prekubator.no/ir/public/openIndex/view/list_nmc2006.html?ARTICLE_ID=1140187268312

The Interreg North Sea Region projects **NS Frits** and **StratMoS** are developing and testing methods and tools for facilitating transactions, integration and standardisation of data in supply chains. The three aspects of Identification (e.g , Automatic id and data capture bar codes, RFiD – Radio Frequency id), Location (GPS, Galileo) and Communication (satellites, GPRS, WiFi and WiMax) must be integrated effectively. WP 4 of the StratMos project is also developing a container tool to simplify border crossings into Russia for cargo from Flanders (BE). This is a tracking and tracing device serving to improve transparency in the logistics chain by pre-notifying the Russian customs authorities about the content, whereabouts and arrival of the cargo. A remaining challenge is however to collect accurate information on the value of the cargo from the owners.

Read more at: http://www.nsfrits.eu/en/

http://www.stratmos.no/stratmos/project/openIndex?ARTICLE_ID=100

Task 5.4 Competence management system (CMS) in harbour logistics

The task refers to the general challenge addressed by task 4.2 that is to provide measures for better qualification of the labour force in transport operations. One of the key areas is the harbour logistics. World-wide increasing quality demands on logistics service and a need to implement the European Commission directive on EQF (European Qualification Framework) in the national legislation of EU Member States require creation of a transnational curriculum for employees' qualification. This would enable them to work in other EU countries without any additional training and at the same time would mitigate shortage of well qualified staff in several Baltic ports.

In this context task 5.4 introduces a concept of a competence management system (CMS) as a standardised platform for harbour logistics training, to be tested among workers staff in selected BSR ports and hubs. It will try to test and adjust the system developed in the port of Hamburg to the specificity of other ports around the Baltic Sea, based on at least one test case (Estonia and possibly Poland). Based on jointly evaluated outcomes an application of the system at the BSR level will be discussed.

Some of the results referred to under task 4.2 – Human capacity building – are also assumed to be relevant for task 5.4

Task 5.5 Rail transport solutions for North-South and East-West flows

The task addresses the problem of a very low share of rail transport in freight operations from Norway east- and south bounds due to weak reliability and flexibility compared with the road service. It is thus important to find practical and durable solutions to counterbalance a growing road transport volumes in these directions. Through an established partnership with freight owners, rail transport companies, forwarders and relevant public authorities the task will assess bottlenecks in infrastructure and transport capacity, identify resolving needs and propose efficient transport solutions to ease infrastructural and administrative constraints.

The main objective of the **the SEBTRans-link project** is to facilitate investments and other initiatives along the SEBTrans North South Corridor in order to promote sustainable development, economic growth and to stimulate business renewal and innovations in the zone of its influence: the corridor from Gothenburg-Borås-Växjö/Kalmar-Karlskrona in Sweden further south to Poland along the route Gdynia-Lodz. One aim of the project was also to achieve recognition of SEBTransLink as one of the TEN/TINA/Helsinki Corridors

The project has identified suitable transfer points - called break points – where goods could be transferred from road to rail. These points are marked in blue at the map below.

Read more at: http://www.sebtrans.com/link/sidor/first.html

7. RECOMMENDATIONS ON HOW TO BENEFIT FROM "PAST RESULTS"

This report has identified potentially interesting results from performed Interreg projects for different WPs and tasks of the TransBaltic project. The main conclusion from Ch. 3 is that the identified results are relevant for and have a potential for promoting the main objectives of the TransBaltic project, such as accessibility, intermodality, interoperability, sustainability and gateway function. At the same time it is clear that the result "coverage" is somewhat unevenly distributed between the different WPs and tasks. The coverage is best for the tasks of WP3 and WP4, whereas fewer relevant results have been identified for WP5 (see also one of the recommendations below).

As mentioned under item 1.1, the author has not been able to grade the relevance of different results for the different WPs and tasks of the project in the absence of clear criteria for this. Furthermore, it has not been possible for the author within the framework of the resources put at the disposal for this task to dig really deep into the question of how the different parts of the TB project could actually capitalize from the identified results. It should thus be up to the project partners involved to further consider the applicability of the identified results and eventually take concrete steps to realize them on the basis of the recommendations below.

The author more specifically recommends the following actions for the TransBaltic project to benefit the most from the past results surveyed in this report:

- WP managers and task leaders undertake a deeper study of the results of highest relevance for their respective WPs and tasks

  As stated above, the author has not been able to dig really deep into the question of how the different parts of the TB project could actually capitalize from the identified results. This would also have required specialized professional knowledge of the various themes of the project. The author believes that the project partners responsible for and involved in the different WPs and tasks have the best professional knowledge to further assess how the results identified as relevant for their respective tasks could be exploited in an optimal way. The involved partners would also be in the position to do this assessment on the basis of a precise insight as to the actual progress of the respective tasks.

- Perform interviews with representatives of the most relevant projects

As a way of complementing their own assessment of how the identified results could be exploited, the involved partners are also recommended to ask questions to or perform interviews

with representatives of the projects producing potentially relevant results for the WPs and tasks for which they are responsible.

- Organise a seminar with representatives of the most relevant projects in order to facilitate cross-fertalisation of results and synergies

This recommendation is further expanding on the two first ones as a seminar with participation of several projects would broaden the perspective and improve the prospects of identifying added value – possibly also for other projects and the BSR Programme as such.

- Perform further investigations to possibly identify relevant results for the tasks poorly covered by this report

As stated in Ch.3, the report has identified few or none results for the tasks 5.2 – Empty freight reduction facilities, 5.4 – Competence Management Systems in harbour logistics and 5.5 – Rail transport solutions for North-South and East-West flows. In order to compensate for this deficiency the relevant partners are encouraged to dig deeper into some of the surveyed projects (which they might also know from before), and/or identify other potentially relevant projects to investigate. As the tasks in question are considered to be fairly "neutral" in the geographical sense (at least 5.2 and 5.4), relevant projects could also to be found in Interreg programmes outside the Baltic and the North Sea, as well as in the Framework programmes for research.

- Further elaborate on methodological aspects related to the definition of appropriate levels for result presentation and criteria for definition of result relevance

As stated in item 1.1, there are no established standards for defining the most appropriate level of result presentation and no clear criteria for definition of result relevance. In order to improve the added value of this report the TransBaltic project could itself or by commissioning a follow-up report undertake a further elaboration of these methodological aspects.

- Consider to promote this report as an innovative exercise from which also other ongoing projects and thus the whole body of Interreg programmes could benefit

As stated in item 1.1, a systematic mapping of the relevance of the results from performed Interreg projects is a pioneering exercise in the sense that it has not been

performed before. It is unfortunately a fact that there are no established mechanisms for how running Interreg projects could capitalize on the results from the whole body of performed projects – be it within or outside their own programme. As a result, the money and resources invested in Interreg projects are not optimally exploited, something which could affect the profile and budgets of future programmes. The author therefore recommends to promote this report towards the BSR Programme bodies (JTS, MC) as well as towards DG Regio as an innovative exercise from which also other ongoing projects and thus the whole body of Interreg programmes could benefit. By doing this the TransBaltic project would contribute to the overall task of better capitalizing on the results from EU-funded projects like Interreg, and thereby further enhancing its reputation and legacy as a strategic and innovative project.