

TransBaltic project enters its second period of operations

Foresight into the Baltic gateway

Photo: Marek Szyller, BCT Gdynia



What will the cargo flows in the Baltic Sea Region look like in 2030? How will the current trends affect the gateway role of the region? Will our future be Arctic or Green? These are just a handful of questions now being taken on by TransBaltic in its freshly launched series of foresight debates.

Work Package 3 (one of the five parallel modules on TransBaltic agenda) is codenamed “The Baltic Sea Region as a transport gateway area”. The leader and co-ordinator of all activities within this segment of work is Swedish Region Västerbotten. The overall aim of WP3 is to enhance the gateway function of the Baltic Sea Region by fostering development

measures in all sectors of transportation, both in the context of internal connectivity and external accessibility.

Solutions proposed by WP3, such as various development concepts, strategies and investment plans, should help create an atmosphere of regional preparedness and response to the potentially further growing cargo flows across the Baltic, both on transcontinental routes (East-West direction) and linking the BSR to the European mainland (North-South axis).

The activity plan for WP3 features the following tasks:

- 3.1 BSR transport development inventory
- 3.2 Forecasts and scenarios for BSR corridor flows
- 3.3 BSR intermodal transport system 2030
- 3.4 Regional action plan

Task 3.3

The task that constitutes the core of early WP3 activities is scheduled to begin in the seventh month of TransBaltic's operation (kicked off in September 2009). Its main prerogative is to consolidate visions, masterplans and planning concepts delivered by the earlier pan-Baltic initiatives into one systemic framework, viable from the perspective of regional development and transport gateway function of the BSR. This will be perpetrated by means of debates, questionnaires to selected recipients and open public forum arranged on the TransBaltic website.

The upcoming work period (months 7-12) is to be dominated by foresight debates, during which various possible development scenarios will be discussed. By the end of this stage, the project stakeholders wish to designate a panel of experts from national transport ministries, transport administration, regional authorities, pan-Baltic organizations and private sector.

Eventually, with the help of all the assigned experts TransBaltic partners will be able to decide upon the particular visions of development

strategy to actively pursue from then on.

Deliverables in task 3.3:

- concerted vision of the BSR inter-modal transport system in 2030
- development path (strategy to reach the vision)
- alternative traffic flow scenarios

Talking things over

However, before a choice can be made, different possibilities and future progress scenarios are going to be consulted. Hence, Region Västerbotten has given the assignment to perform the foresight process to Danish consulting company Tetraplan, whose specialty is creative transport planning. The departure point for the discussion will be a set of the three proposed preliminary scenarios, which can serve well as the base for the initial discussions.

Potential game plans

Baseline scenario – projecting the situation when all major transport infrastructure

projects included in medium and long-term national investment plans of the BSR countries (plus optionally China, India, Ukraine and Central Asia republics) are completed;

Arctic passage scenario – projecting the situation when the ice-free waters of the Arctic Sea enable summer season navigation to release saturated south Baltic Sea Region road/rail network from intercontinental traffic;

Green transport scenario – projecting the situation when EU regulations and rules of the EU neighbouring countries lay ground for developing a network of green multimodal transport corridors as a priority network in the BSR (correspondent to present TEN-T network).

The inaugurating foresight debate will take place during the TransBaltic political conference in Malmö. Afterwards, the process will be continued during subsequent assemblies, to which all interested parties are naturally welcome.

Adam Olesiejuk

Upcoming associated events:

TransBaltic Conference 2010

17-18 March 2010

St. Gertrud Conference Centre, Malmö, Sweden

TransBaltic invites politicians, enterprises, transport and logistics stakeholders and general public interested in the transport and regional development to a conference devoted to promoting infrastructure investments necessary for the development of the Baltic Sea region. The event is organized in cooperation with the Swedish Ministry of Enterprise, Energy and Communications and two transnational transport corridor projects: East West Transport Corridor II and Scandria.

The current European-wide discussions on the future orientation of the transport and cohesion policies as well as the observed climate change tendencies are expected to have a significant impact on the transport patterns in the Baltic Sea Region. It is predicted that by the year 2030 the Region may see considerable changes in the spatial distribution of freight flows, which would set the scene anew for discussion on connectivity and accessibility of the territories around the Baltic Sea.

Thus, the materialising new geography of freight flows in the Baltic Sea Region is the main motive of TransBaltic 2010 conference, where we will attempt to sketch the transport flows picture of today in order to predict the future.

Two interactive conference panels, labelled green transport scenario and Arctic passage scenario, will launch a foresight debate on the likely trajectory paths of the transport development in the Region till the year 2030.

Get an invitation and find more about the conference at www.transbaltic.eu

Subsequent debates

South Baltic Debate

Vilnius, March 30, 2010

Two weeks after the Malmö meeting, the visions presented during the inaugurating debate will be confronted with the recently approved Motorways of the Sea project and the Baltic Gateway network, a transnational cooperation promoting the development of transport and infrastructure in the South Baltic Sea Region.

Central Baltic Debate

Stockholm, April 8, 2010

The ideas shaped in the course of the two previous meetings will be taken up with the stakeholders from the Baltic Palette cooperation, a network which actively pursues sustainable development of the metropolitan areas in the Central Baltic Region (commonly known as the "Baltic C" area).

Northern Baltic Debate

Bodö, April 20, 2010

Assembly of partners from the Barents Area, and optionally also from the Baltic territories which are active participants in the North Sea Region Programme 2007-2013, all of whom will be engaged in concerting the concepts and scenarios in progress, and make their contribution to the ongoing debate.

North West Russia Debate

St. Petersburg, April 29, 2010

Gathering of stakeholders from the North West Russian regions, including Kaliningrad oblast, St. Petersburg and other involved regions, will provide them with opportunity to add their own local perspective to the general foresight discussion.

Building a consultative networking group

We can do a lot more – together

Creating a common multimodal transport system for the whole region – priceless, and doing that without the voice of its future users – groundless. TransBaltic is animating an advisory network of the TFL sector executives to search for optimal solutions, challenge the complexity of perspectives and cross interests of different players within the supply chain.

One might ask what we can potentially influence. We can accelerate the infrastructure projects and improve accessibility in many parts of the region. Next, eliminate both infrastructure and non-infrastructure related bottlenecks. We can harmonize various transport modes policies, standards and common market rules, improve technical and administrative interoperability (particularly in the cross-border

traffic). Help interconnections between various modes, increase safety and security, minimize pollution, and finally – reduce supply chain costs.

Everyone who is eager to share their views on the desired system solutions is welcome to an open discussion, and the project stakeholders particularly count on the business side to tell them your current troubles, your ideas and your expectations. If you wish to take part in discussion, please send your comments to editorial@baltictransportjournal.com,

and we will be happy to forward your message to the right people.

Meanwhile, let us first tell you what are the goals of the TransBaltic partners themselves, and what they replied to a BTJ mini-survey on the key three issues:

1. **Why did they join the project?**
2. **What are their main expectations towards it?**
3. **What needs to be done in order to build the integrated transport policy in the Baltic region?**



Region Skåne, Sweden

Mats Petersson, Department for Regional Development

1. *The region of Skåne has a strategic geographical location in the European context. The Nordic Triangle, the link between Scandinavia and continental Europe and growing east-west transport relations crosses in Skåne and the Öresund region. The Öresund region is also a major hub in its population base of 3.6 million inhabitants. Therefore, accessibility and efficient and sustainable transports are important issues for our region. Our decision to initiate the project was also based on our conviction on the role of the regions to develop accessibility in the BSR.*
2. *I hope the project will contribute to the BSR development by delivering and disseminating new knowledge and decision support for government agencies and industry, and initiate development of more efficient and greener transports. For our own region, I hope that we will strengthen our networks and our capacity to develop as a competitive region and that Region Skåne will distinguish its profile as an active partner in the Baltic Sea Region development.*
3. *The important thing is to improve knowledge of the BSR conditions and challenges and thus the requirements for development of the transport system. Also to strengthen interaction between government agencies, regional bodies, industry and universities. Finding consensus, coordinating activities and actively promoting common messages from the BSR to the European bodies.*



Region Blekinge, Sweden

Bengt Gustafsson, Senior Advisor in East-West TC II

1. *Region Blekinge has been involved in a number of transport related transnational projects, e.g. Baltic Gateway and East-West Transport Corridor. It was at an early stage that we found that TransBaltic could be a way to integrate our issues in the South Baltic in a wider perspective and that the experience gained in our previous projects could be of great use for TransBaltic.*
2. *We intend to obtain an approval for a joint transport strategy, which could become an important tool for the future development of the transport system in the Baltic.*
3. *The key is to streamline public funds (from EU and on national and regional levels alike) to the most important transport improvements in the fields of infrastructure, logistics and ITS. It is also crucial to start receiving higher regional input in the process of planning and investments.*



Region Västra Götaland, Sweden

Kaj Ringsberg and Rolf Thor

1. *We have for many years discussed the necessity of a better overview and discussion forum for BSR logistics. To make it possible, we need a competence base, development plans, and contacts for better communication and understanding each other's situation.*
2. *We expect to get new knowledge that can lead to more environment friendly and commercial developing logistics systems between the regions and our networks of companies and politicians.*
3. *To be able to succeed we feel that conducted overviews and discussions between our stakeholders also can lead to some good examples, plans and cases that show, not only on a long term but also on a midterm basis, the potential within the logistic cooperation in the BSR.*



Eastern Norway County Network, Oslo, Norway

Inge Brørs, Head of Secretariat

1. *We decided to join the project because of transport improvements and international cooperation. Due to Norway's extensive foreign trade it is important to have good transport links to other countries. The TransBaltic project also fits well with the role of Eastern Norway County Network as an active partner in the Baltic Sea cooperation on a regional level.*
2. *What we expect of the project is intensified focus on transport and accessibility, as these are the main conditions for sustainable economic growth and creation of an integrated transport system in the region.*
3. *We hope that the EU strategy concerning the Baltic Sea Region will become more successful in coordinating the processes of designing policies at national, regional and local levels, to ensure that they complement each other. Trans-boundary cooperation is indispensable to develop transport corridors, to overcome bottlenecks and to eliminate the existing weak links.*



Region Västerbotten, Sweden

Stig Hjerpe, Manager of TransBaltic Work Package 3

1. There are several reasons for Region Västerbotten to join the TransBaltic project. The region was a partner in the InterBaltic project, one of the organisations that jointly formed the new initiative – it seemed quite natural to take part in TransBaltic in order to complete the tasks that had not been accomplished yet. We would also like to promote the infrastructure investments that are being performed in the region of Västerbotten, like the construction of high speed railway Bothnia Line, or the Combi Terminal and Nordic Logistic Center, as well as the general promotion of the Bothnian Corridor. For a region whose ambition is to be a significant player at the Baltic Sea arena, it is crucial to become partner in a project that has the potential to make a difference, and we certainly see TransBaltic as such.
2. Our main expectations and aims consist in being a reliable project partner that will help the initiative fulfill its high ambitions. We intend to be a partner who stands for the good spirit of cooperation.
3. The key to success is to ensure that the implementation of the project's goals runs in smooth cooperation with other, parallel projects, so that we can all avoid doubling each other's work. We also need to make an effort to disseminate and propagate the results and findings of our work in such a way that they can be readily accepted by major stakeholders around the Baltic Sea Region.



Self-government of the Warmińsko-Mazurskie Voivodeship, Poland

Kinga Krupińska, Marshal's Office

1. The Self-government of the Warmińsko-Mazurskie Voivodeship sees the issues of transport accessibility as an important factor affecting the possibilities of regional development. Simultaneously, we are being a part of Baltic cooperation which is a strategic direction for our international activities. Cooperation in the frames of TransBaltic is an excellent opportunity to actively participate in the process of shaping the transport strategy and action plan for the Baltic Sea.
2. We want to make sure that the transport concepts the project will result in will have a positive impact on the development of our region taking into account the needs of the Baltic Sea area in general and all the project partners in particular. We also plan to prepare ourselves for the process of Trans-European Transport Networks verification to make sure that its results will be satisfactory for the Warmińsko-Mazurskie Region. Additionally, we intend to take advantage of our partners' experience and to study the concept of a dry port's localization in the region.
3. Lots of work has been done so far, especially regarding the preparation of the European Union Strategy for the Baltic Sea Region. Main problems and priorities have been identified. The most important thing is to start to realize them, which is also among the ambitions of the TransBaltic project.



Vest-Agder County, Kristiansand, Norway

Jon Halvard Eide, County Council

1. We have joined the project in order to better monitor and influence transport developments in the BSR. Another motivation is to position our region and the Port of Kristiansand as an attractive hub in the interface between the North Sea and Baltic Sea. A third motive is to learn about innovative solutions and expand the network of potential cooperation partners.
2. A more integrated and efficient transport system in the BSR is what we wish to achieve, including the resolution of various bottleneck issues. Also, to identify innovative solutions tested for practical application and large scale roll-out in the market.
3. The first thing is a good analysis of the present situation, and relevant forecasts for future developments. It is also important to effectively raise awareness of needs and mobilise stakeholders at all levels of government and in all sectors behind concerted action. Effective and continuous dissemination of results would also be important.



The Institute of Logistics and Warehousing, Poznań, Poland

Leszek Andrzejewski, Senior Expert in Logistics

1. The Institute of Logistics and Warehousing for many years has been involved in numerous EU funded research projects concerning intermodality, focusing, in particular, on such aspects as demand for intermodal transport services, container terminals and logistics centres feasibility studies or development of the Internet tools for planning and managing intermodal supply chains. On the other hand we perceive the importance of the good transport accessibility for each region in their competition with others, thinking that the North-South Transport Corridor linking Poland with Scandinavia is almost equally important for the Polish economy as the West-East connection.
2. Within the TransBaltic project we would like to test and demonstrate the functionality of the Internet tool for the intermodal delivery planning, supporting the freight decision makers in modal and service provider choices.
3. It is important to recognize current and future flows of goods within the BSR Region and with the other regions as well as to make inventory of the transport infrastructure in terms of its capacity and interoperability. The aim of the common transport policy should be to create a flexible regional transport network across all modes and countries.



Øresund Logistics, Copenhagen, Denmark/Malmö, Sweden

Patrik Rydén, Managing Director

1. Øresund Logistics is focusing on research and development for the logistics industry. TransBaltic is a good network to discuss and jointly address some of the major issues for the industry, such as the environmental challenge for the transport industry.
2. Øresund Logistics expect that TransBaltic will come with concrete actions (and products) that could benefit the logistics industry in the region, for instance ICT tools for increased intermodality. At the same time we expect that TransBaltic will act as a forum, in the long run, for different development activities in transport and logistics.
3. The EU member states and regions to some extent, have to take into consideration what's good for the entire region while devising their own internal agendas. In order to achieve that, it is important to obtain a better knowledge and understanding of transportation in the BSR. TransBaltic could have an important role in this perspective.



Self-government of the Pomorskie Voivodeship, Poland

Michał Ostrowski, Project Coordinator

1. Contribution of regions to the TransBaltic project is important for integration of transport policies in the Baltic Sea countries. Among the activities performed by project partners there will be analyses and studies, transfer of knowledge about development of transport within the region as well as some pilot actions.
2. Pomorskie is interested in regional growth implications of the transport development trends in BSR. Together with two other coastal Polish regions we will try to furnish a dialogue with the national transport ministry and business organisations on some horizontal measures to enhance a gateway function of the BSR. It is important for us to strengthen rail connections in the South Baltic area, to contribute to revision processes of the TEN-T network and to influence development of Gdańsk and Gdynia ports.
3. We expect that the results of the project implementation will intensify dialogue between national authorities and representatives of private sector. Moreover, tools created by the project, such as international stakeholders cooperation forum, will allow to boost efficiency of transport strategies and policies in the Baltic Sea Region and provide knowledge about expectations of the business sector.