



Towards an integrated transport system in the Baltic Sea Region

The progress by TransBaltic

Presentation at the umbrella
seminar, Stockholm,
8 September 2011

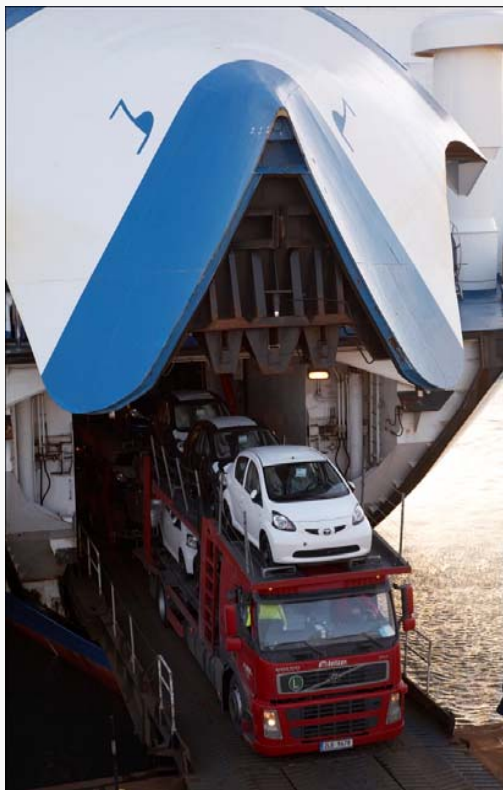
Wiktor Szydarowski
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TransBaltic in a nutshell



- **Strategic project** in the Baltic Sea Region Programme 2007-2013, initiated by the **regions** (led by Region Skåne)
- Project listed in the **EU Baltic Sea Strategy** (cooperate for smarter transport - **green corridors**)
- 50 financial and associated partners from 11 BSR countries
- **Meeting place** for stakeholders to discuss policy challenges
- **Keywords:** internal and external accessibility of the BSR, gateway function, future transport flows, regional growth, green transport solutions
- Main **deliverables:** pan-Baltic traffic forecasts and scenarios till 2030, macroregional transport action plan, pilot commercial concepts in transport and logistics, transport and regional policy recommendations



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The TransBaltic cuisine...

Best practice inventories, results of previous initiatives



Green network analyses (links & terminals 2030)



Transport policy challenges

- New regulations and policy instruments vs. trade patterns
- Labour force education and learning needs
- New East-West divide
- A place-based approach (territorial cohesion, sustainable regional growth)

Transport flow scenarios 2030

BASELINE

COHESION

RIVALRY

GREEN

Impact of transcontinental flows

Pilot demos to green the corridors

- Dry ports
- Pre-gate parking system
- Management of empty containers
- Internet tools for better use of intermodal transport by SMEs
- Better skills in harbour services
- New solutions to increase rail freight

Corridor investigation, case studies

Input from the allied projects (umbrella)

Macroregional action plan (policy support for an integrated multimodal transport system in the Baltic Sea Region)



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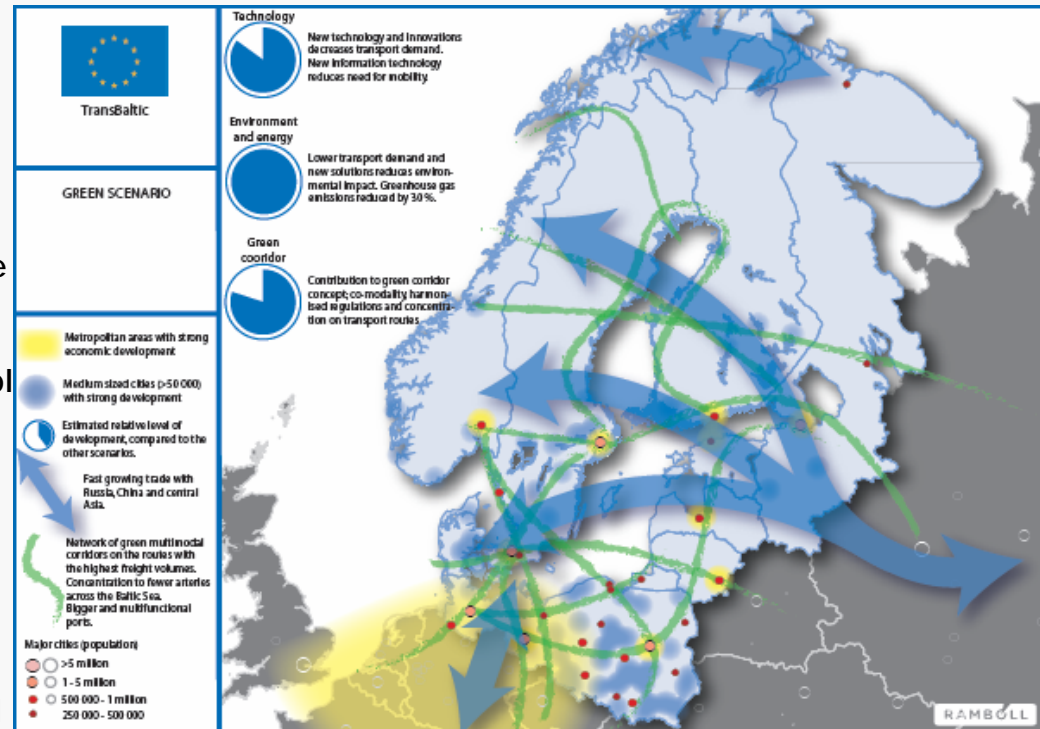


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The green scenario as one of possible trajectories till 2030...

- Surge of **eco-consciousness** (e.g. higher demand for environmental friendly vehicles, locally produced goods and products with low environment impact)
- Concentration of public resources in '**green economy**' sectors
- **Policy ambitions** achieved: higher targets of the Europe 2020 strategy met (GHG emissions reduced by 30% compared with 1990 levels) + decreased transport demand + shift in modal split in favour of rail and waterborne transport
- More **balanced development** in rural and urban areas, fast growth of medium-sized cities in metropolitan hinterlands serviced by efficient public transport networks
- **Harmonisation** measures (e.g. carbon taxes, certification, product labelling of terminals and particular services, common cargo safety standards etc.) to balance business models with societal expectations



DRAFT as of 7 September 2011



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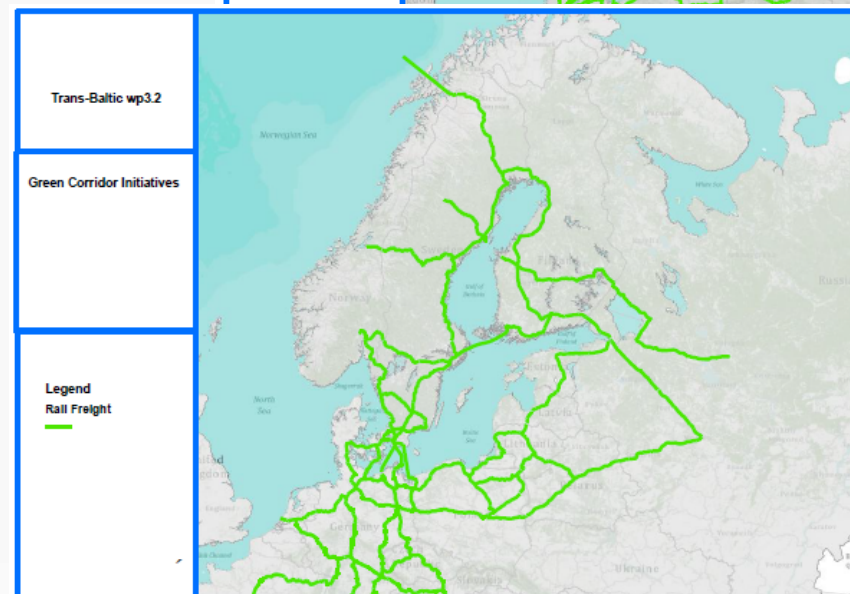
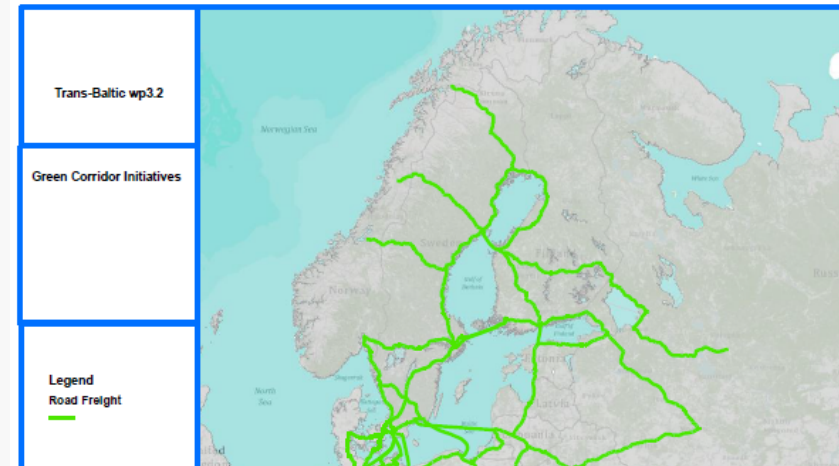


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The green network analyses

- TRANS-TOOLS but with manual adjustments
- BTO 2010 (actual flows) as a departure point
- BTO Baseline 2030 as a reference for TransBaltic (with ports and larger terminals)
- TransBaltic Baseline 2030 (= BTO Baseline 2030 + some network corrections + additional transcontinental traffic via the chosen routes)
- TransBaltic Green Scenario 2030 (=TransBaltic Baseline 2030 + green corridors with modified speed/cost variables + smaller terminals)
- Sensitivity tests on the TransBaltic Green Scenario: case 1: direct impact of the IMO regulation (cost of maritime traffic on the Baltic Sea higher by 30%); case 2: impact of the subsequent re-routing of the flows to N-S corridors



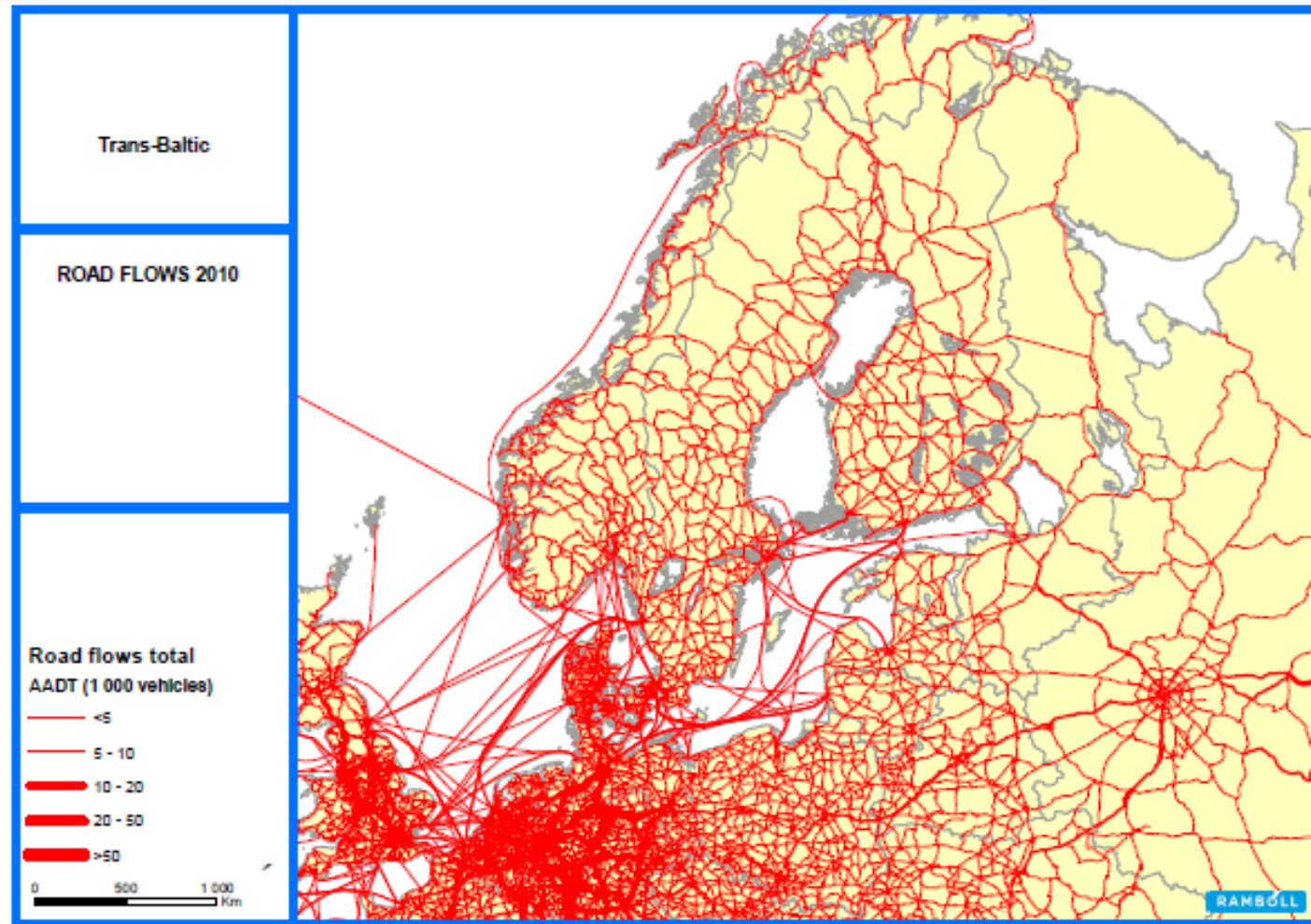
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BTO 2010 road flows



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BTO 2010 rail flows



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Thank you for your attention!

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