



Towards an integrated transport system in the Baltic Sea Region

TransBaltic progress and plans

Presentation at the TransBaltic partnership meeting, Riga, 13 September 2011

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



WP1 - Project management and administration

- Positive project appraisal by external mid-term evaluators
- SC members to be better involved in the project work - active role envisaged in the second half of the project
- Next PMG/SC meeting planned on 15 Nov 2011, Tallinn, with first policy recommendations for discussion
- Financial snapshot: 43% of WP1 budget spent by 31 March 2011
- Small budget calibrations proposed by the partners (↗ BL2, ↘ BL1 & BL3)
- Budget left (after reallocations): 59% for shared costs (project secretariat), 58% for partners own expenses
- Further work of the project secretariat as usual, including project representation functions at external events
- PMG/SC meetings every half a year



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Task 4.1 – Challenges for Baltic ports

- Contract with the BPO to operate Task 4.1 expired in June 2011
- Products: 3 debates on port-related issues (each with ca. 40-50 participants – representatives of ports, transport operators and administration) + 3 reports (available on the project website)
- Region Skåne (LP) taking all contractual expenses; Warmia-Mazury Region contributing to the budget of the third debate
- Scheme proposed for the second half:
 - Activities to be continued as written in the application (debates + reports)
 - No cost sharing agreement
 - Region Skåne to develop ToR, select an operator through a tender procedure and cover contractual costs (50.000 € shifted to WP4 BL2)
 - Other committed partners (LAKES, Region Sjaelland, Vest Agder County, West Pomeranian Business School, LATDEA) to deploy resources for practical arrangements of the debates
 - Sites for the debates to be discussed with the chosen operator



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Task 4.3 – Transport sustainability and green corridors

- First report: "Implications of the EU transport policy on the development of sustainable transport in the BSR" completed and available on the TransBaltic website
- Ongoing two case studies:
 - (1) container hub development in the BSR (led by Maritime Institute in Gdansk) - what kind of policy measures are to be applied by the public authorities to create and sustain the hub function for the Baltic Sea ports (based on experience of Hamburg and Gothenburg)?
 - (2) Potential of greening the transport through the ITS (led by Region Skåne)
- Working meeting of Task 4.3 partners planned in late November (preliminary results of the case studies + task input to the TransBaltic Policy Report 2011)



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