

**Letter of intent
by transnational Baltic and North Sea Region projects
on assistance in developing the green transport network**

Attn:

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Background

The recently adopted Commission's White Paper (COM(2011) 144 final) features a road map of initiatives that will, in the current decade, serve building a competitive transport system for an increased mobility, growth and employment in the European Union. Pursuing ambitions to reduce Europe's dependence on imported oil and to cut carbon emissions in transport, the document recalls a need for better performance of transport corridors in terms of energy use and environmental impact. At the same time, such corridors are expected to be economically attractive for shippers, offering reliability, limited congestion and low operating and administrative costs.

The White Paper advocates for creating a 'core network' of long-distance multimodal corridors, carrying large and consolidated volumes of freight and passengers traffic at high efficiency and low emission levels. The Commission envisages that such 'green freight corridors' demonstrate an extensive use of multimodal transport modes, with rail services over medium and long stretches, and a wide application of advanced technologies and supply infrastructure for clean fuels. This would require, inter alia, the pooling of national resources along corridors and synchronisation of infrastructure investments over national borders.

The cooperation framework

Several transnational projects co-funded by the Baltic Sea Region and North Sea Region Programmes 2007-2013 have put the green transport corridors in focus as a measure to combine the optimised performance of multimodal supply chains with sustainable regional growth and territorial cohesion. Thereby, they contribute to the successful implementation of strategic actions set forth in Priority Area 11 of the EU Strategy for the Baltic Sea Region. Already in 2009 the three allied projects of TransBaltic, East West Transport Corridor II and Scandria drew an official agreement with the Swedish Ministry of Enterprise, Energy and Communications to jointly explore the concept of green corridors. Together with other relevant projects, like: Amber Coast Logistics, Bothnian



Green Logistic Corridor, BSR InnoShip, North-East Cargo Link II, Rail Baltica Growth Corridor and StratMoS, this cooperation framework is targeting concrete results. Among them are:

- a green corridor manual with guidelines, key performance indicators and steering mechanisms for more environmentally friendly transport facilities and services as a showcase for the Baltic Sea Region and other European macroregions,
- an information broker system for specific corridors,
- scenarios and analyses presenting distribution of freight flows in the green transport corridors of the Baltic Sea Region in the year 2030 and their impact on the sustainable regional development and territorial cohesion,
- action plans for particular corridors and their overall network in the Baltic Sea Region with measures improving infrastructure and logistics performance,
- identification of decision-making processes in transport and regional development by public and private sector stakeholders active in corridor development,
- studies on implementation of the growth corridor concept in city/regional planning,
- business concepts and pilot services for dry ports and Motorway of the Sea links improving accessibility of the peripheral areas - as key components of the green transport networks,
- toolbox and systems model for MoS funding applications, recommendations for efficient hubs and hinterland connections, short sea shipping development initiatives and Motorway of the Sea links improving accessibility of the peripheral areas, business concepts and pilot services for containers and dry ports - as key components of the green transport networks,
- tracking environmental and health impacts of transport modes and scenarios; emission control scenarios, atmospheric transport of pollutants, cost and benefit analyses of options,
- commercial solutions to green the transport corridors, devised and tested together with the business sector, like: new multimodal chains/blocktrains or alternative vehicle fuels for long distance transport,
- Green Corridors Stakeholder Forum, as an advisory body to the projects, comprising high level representatives of the business sector, public administration and research organisations from the BSR countries.

Support in designing the green transport networks

The Working Document on the New Trans-European Transport Network Policy – planning and implementation issues (SEC(2011) 101 final) identifies green corridors as a one of the existing concepts (on par with rail freight corridors or ERTMS corridors), which shall be consolidated and applied within the TEN-T core network. Such multimodal structures, referred to as ‘core network corridors’ shall be composed of both land and maritime segments, and be subject to enhanced traffic management solutions and technological and environmental standards. Further, it is recommended that core network corridors be furnished with right governance bodies (like corridor coordinators and corridor platforms) to identify investment needs in particular in the cross-border sections, and resolve issues of concern (like the arrangement of appropriate financing). For that purpose, multi-annual corridor development plans may be used to set required interoperability and operational

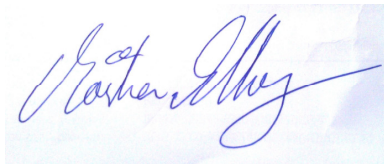
solutions on the timeline. The Commission is going to support these core network corridors in particular through the Connecting Europe Facility.

The corridor approach promoted by the Commission in the TEN-T planning work correlates well with the scope of the joint work by our projects. We are eager to share our experience in developing green corridor standards and in collaborating in transnational consortia of national, regional and local authorities, infrastructure managers, shippers and transport operators.

For that reason we offer our support to the Commission in the further facilitation of the green transport networks, including maritime links. We are ready to arrange and attend working meetings dedicated to that issue, and provide our expertise. We are also willing to test suitable policy measures in the specific corridor conditions and discuss them with our transnational corridor development structures, including private stakeholders.



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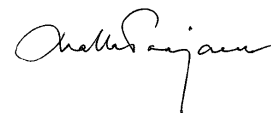
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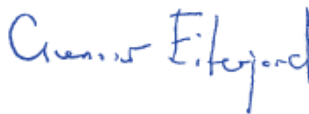
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