



Towards an integrated transport system in the Baltic Sea Region

A model region for green transport networks

2nd Green Corridor Stakeholders Forum,
Gdansk
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What makes a transport corridor green?



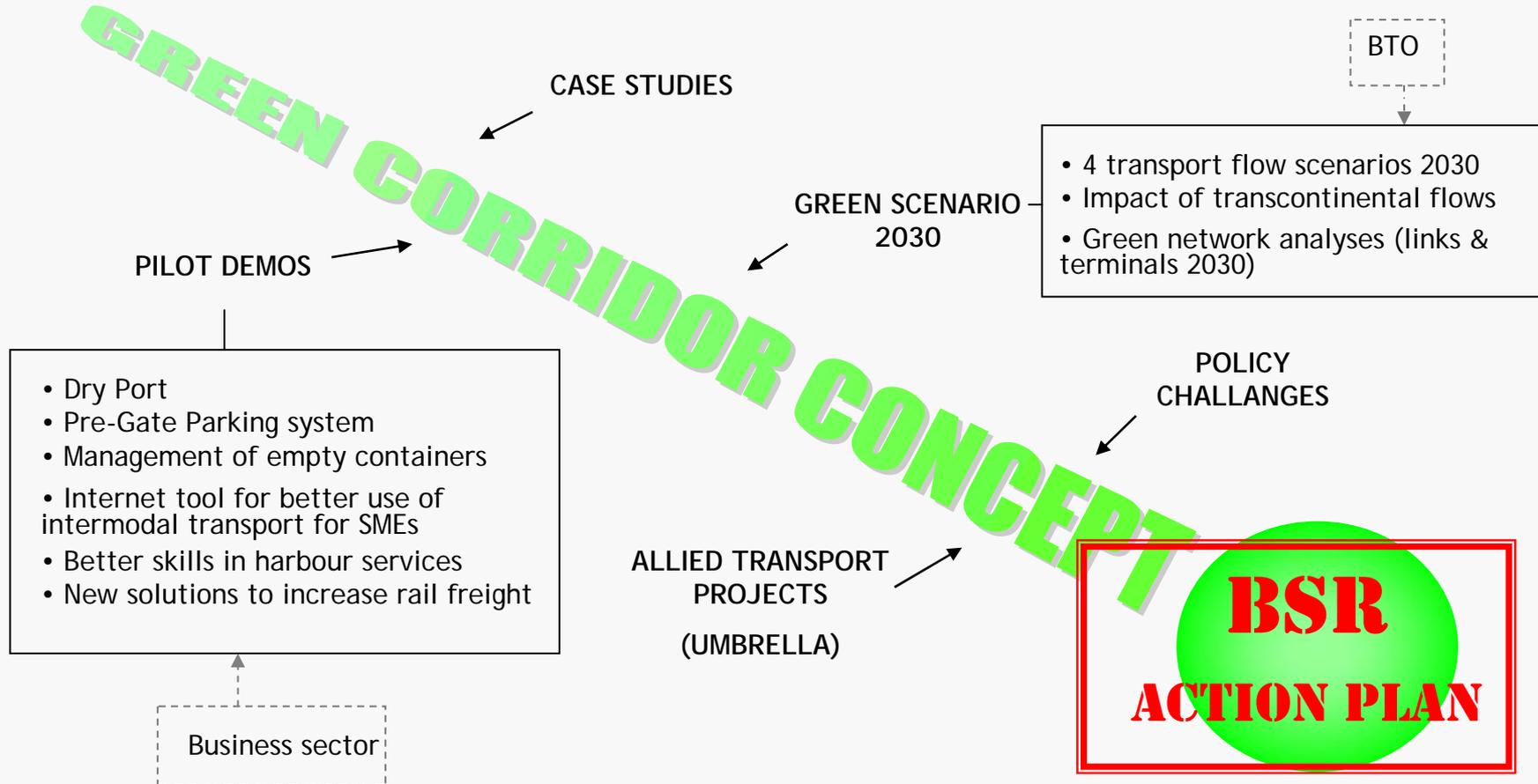
Original idea by ECOM:

- low impact on human and natural environment + energy efficiency
- complementarity of modes (road, rail, short sea shipping, inland waterways)
- relevant facilities (seaports, inland terminals etc.) and supply points (biofuels, hydrogen fuel etc.)
- innovative technologies (e.g. to manage and control the traffic)
- harmonised rules and open access for all interested users

Source: Freight Transport Logistics Action Plan (EC 2007)

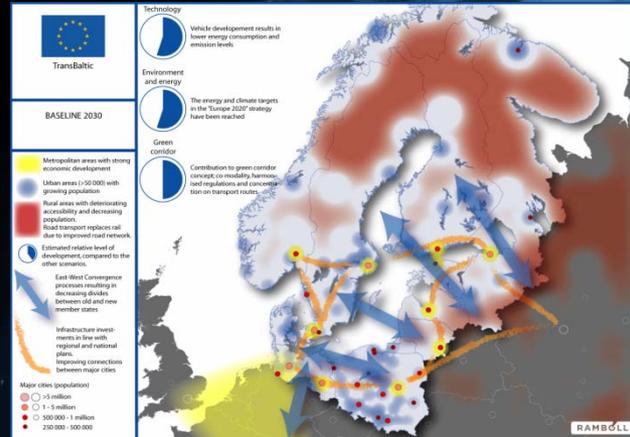
The TransBaltic green cuisine

INVENTORY

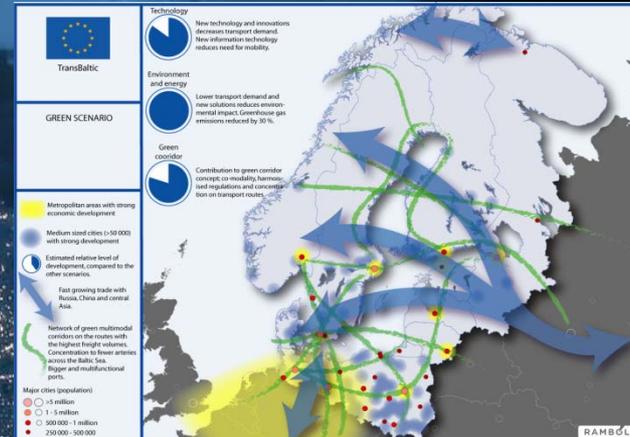


Four development scenarios for 2030

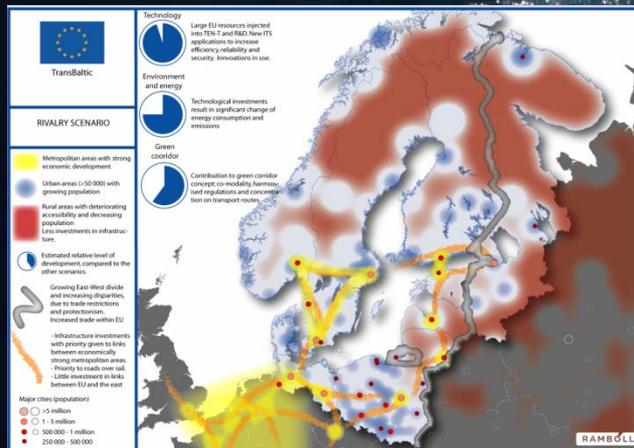
1. BASELINE



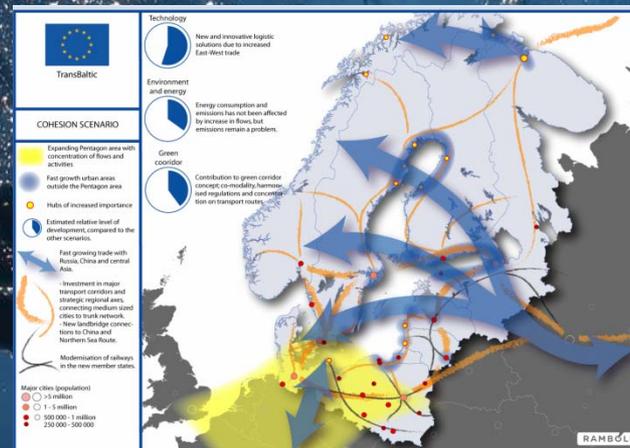
2. GREEN



3. RIVALRY



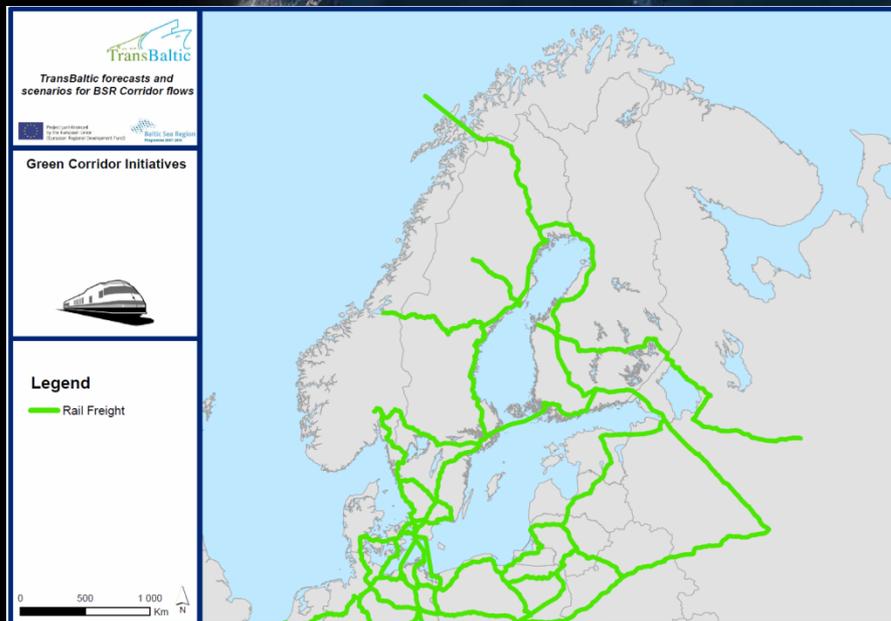
4. COHESION



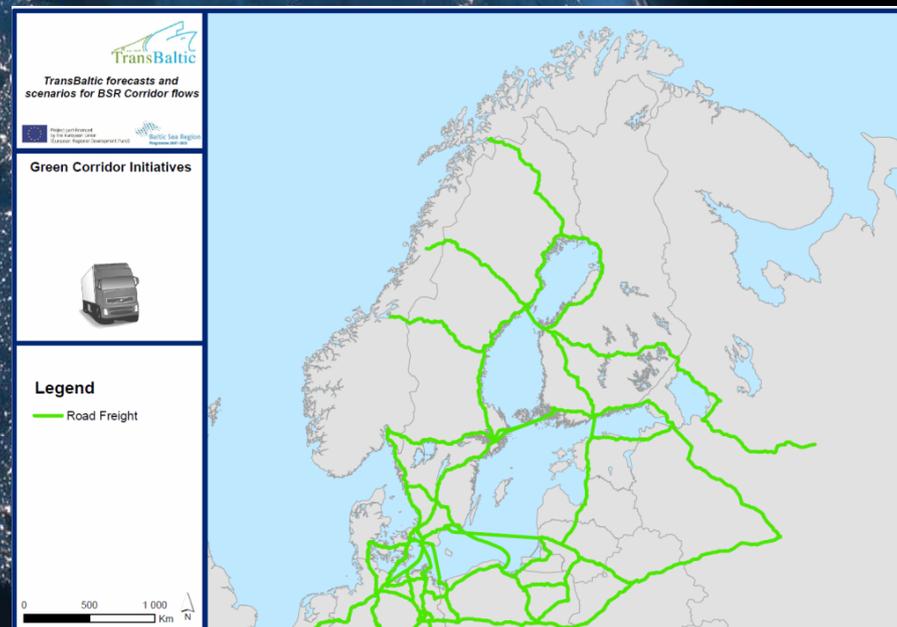
Green transport network in the BSR

PROJECTION OF GREEN CORRIDOR INITIATIVES:

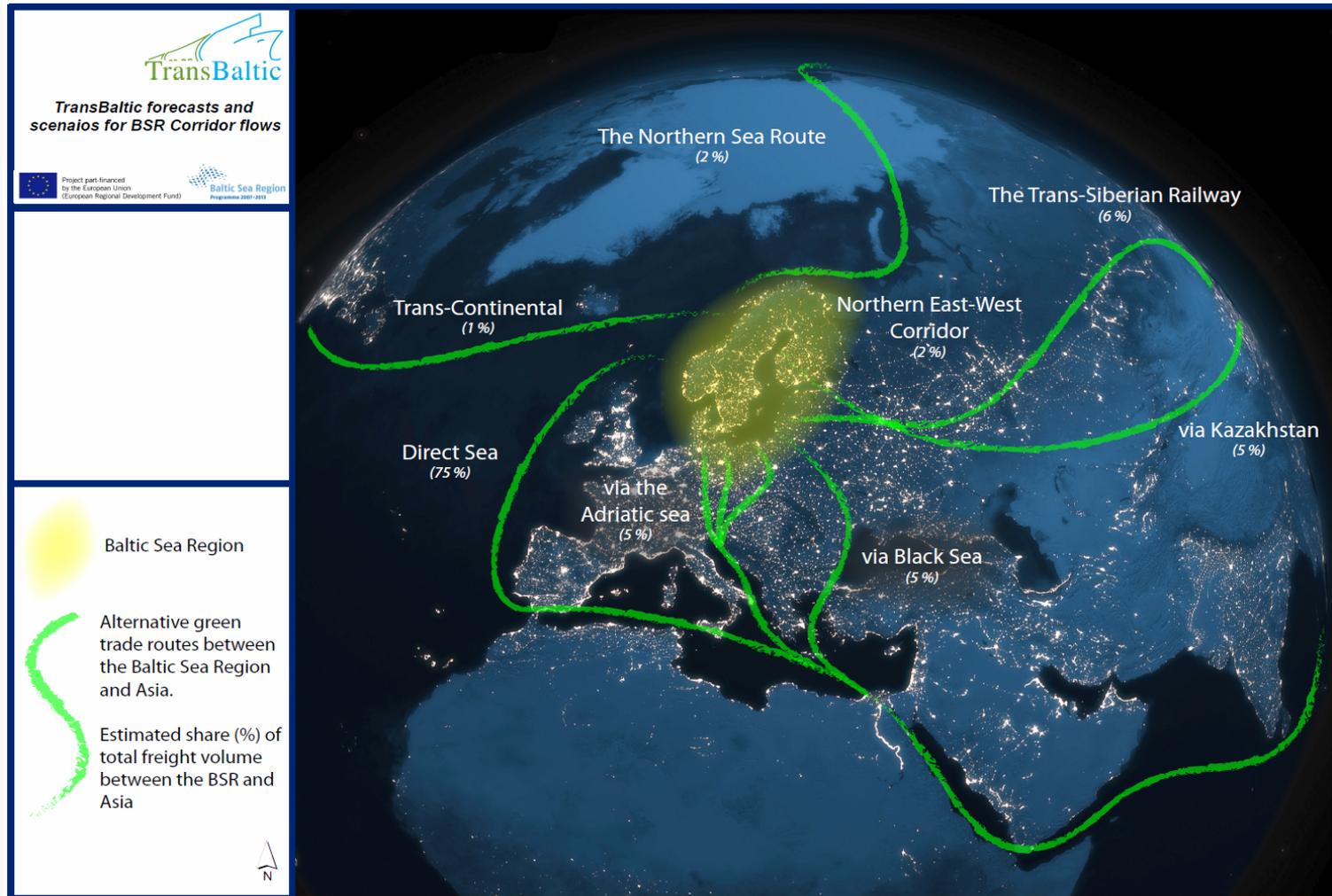
RAIL



ROAD



New transcontinental routes Asia-BSR and projected division of volumes



A model region - horizontal cooperation (umbrella)

PURPOSE

- To streamline regional level contribution to strategic transport planning in the BSR

HOW

- Joint work on green transport solutions
 - Joint events/dissemination of outcomes to the shared target audience
 - Strategic documents (action plans, manuals, guidance reports etc.) as evidence for future policies
- Joint standpoints on EU transport policies



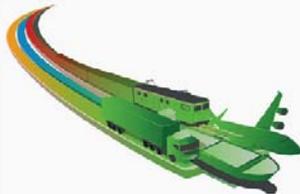
A model region - vertical cooperation (support from the regional level)



EU BALTIC SEA STRATEGY -
PRIORITY AREA 11



NORTHERN DIMENSION
PARTNERSHIP ON TRANSPORT AND
LOGISTICS



SWEDISH GREEN CORRIDOR
INITIATIVE



sustainable regional growth
dimension?

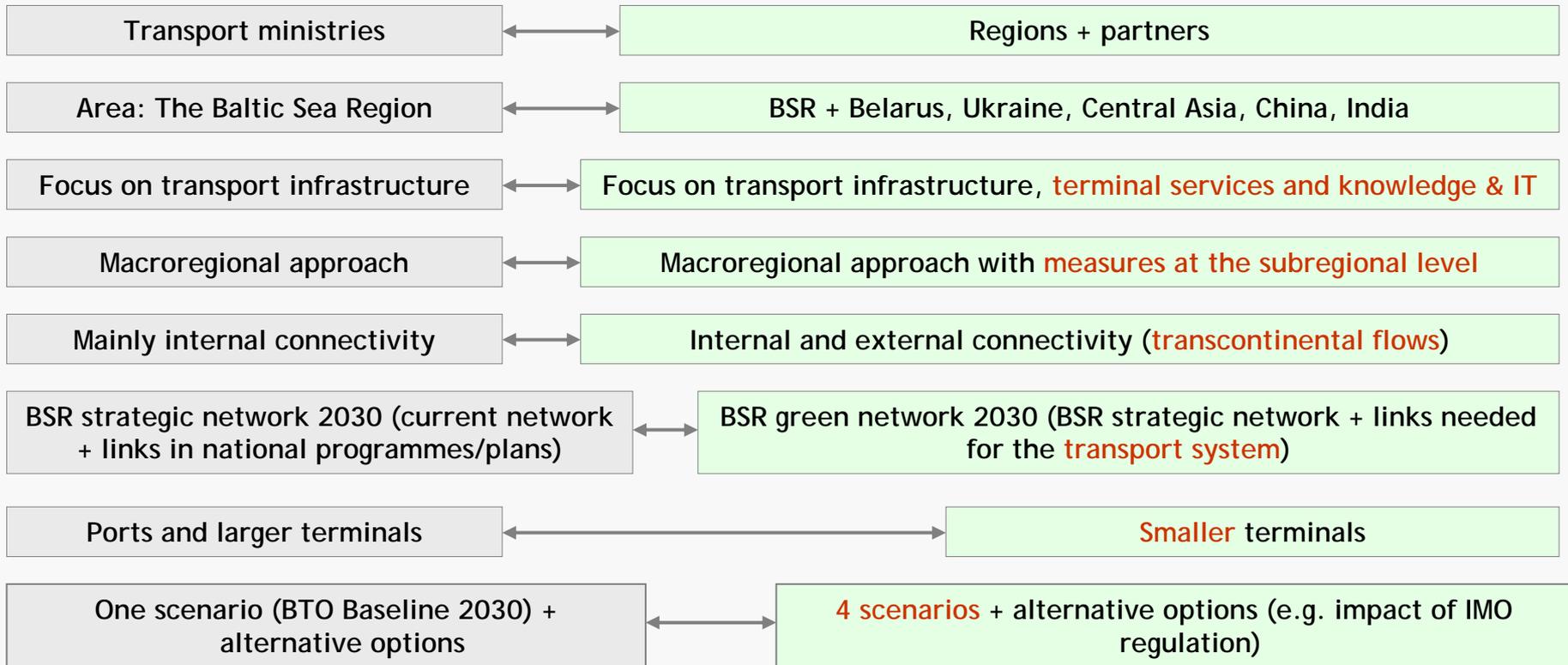
transport vs. cohesion
policies?

role of Russia and Belarus?

First step: delineation

Baltic Transport Outlook ↔ TransBaltic

**BALTIC
TRANSPORT
OUTLOOK**



Second step: dialogue with the NDPTL

Russia holds the key to economic prosperity of the BSR (planned investments + Northern Sea Route)

Current EU transport policies & EU Baltic Sea Strategy not able to address development of the whole Region

Specific policy measures needed to well address development specificity of the BSR (place-based approach)

BSR strategic transport network by the BTO viable for Russia and Belarus?

Threat of disrupted transport chains (**new East-West divide** - green transport solutions no priority for new EU Member States and Russia)



www.transbaltic.eu

Thank you for your attention!

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