



Towards an integrated transport system in the Baltic Sea Region

Green corridor concept and the TEN-T policy

Project presentation at the
BPO debate on TEN-T, Sorö,
Denmark, 19 January 2012



Project part-financed
by the European Union
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The TransBaltic brand



- **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**)
- **Meeting place** for stakeholders to discuss policy challenges (e.g. port debates, stakeholders' debates)
- **Umbrella** over transnational transport corridor projects
- Good example of working with **multi-level governance** arrangements and policies (cf. BDF State of the Region Report 2011)
- Appreciation of the **macro approach** by DG REGIO, DG MOVE, NDTLP, BTO structures, organisations in Russia
- Cooperation with the **industry** through WP5 pilot cases
- Commentary role in diverse transport policy events



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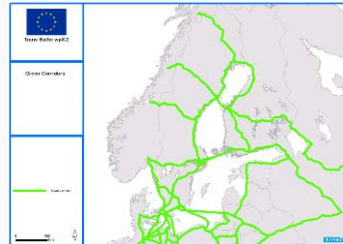
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The TransBaltic cuisine...

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

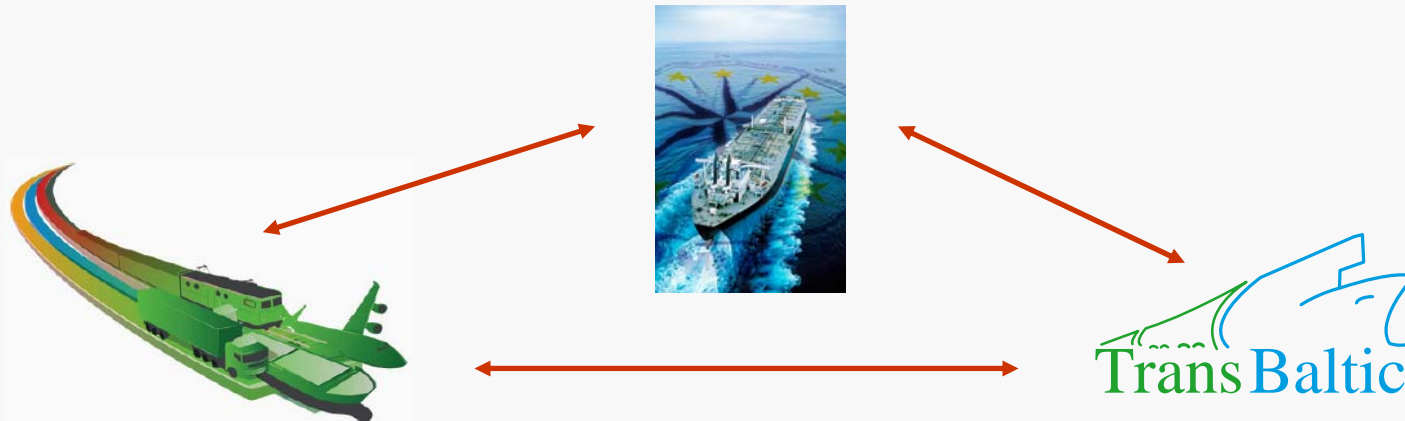
- Dry ports
- Pre-gate parking system
- Management of empty containers
- Internet tools for better use of intermodal transport by SMEs
- Better skills in harbour services
- New solutions to increase rail freight

Corridor investigation, case studies

Input from the allied projects (umbrella)

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

Where the concepts meet...

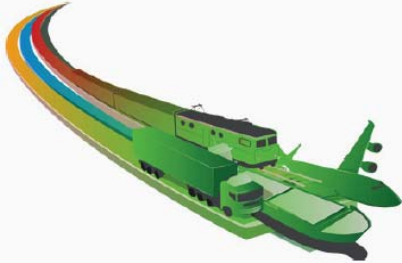


EU Baltic Sea Strategy - Priority Area 11 ('To improve internal and external transport links')

Flagship 5 - Cooperate for smarter transport:

TransBaltic named among Interreg projects to assist in the development of the green corridors concept

Departure point for the green corridor concept



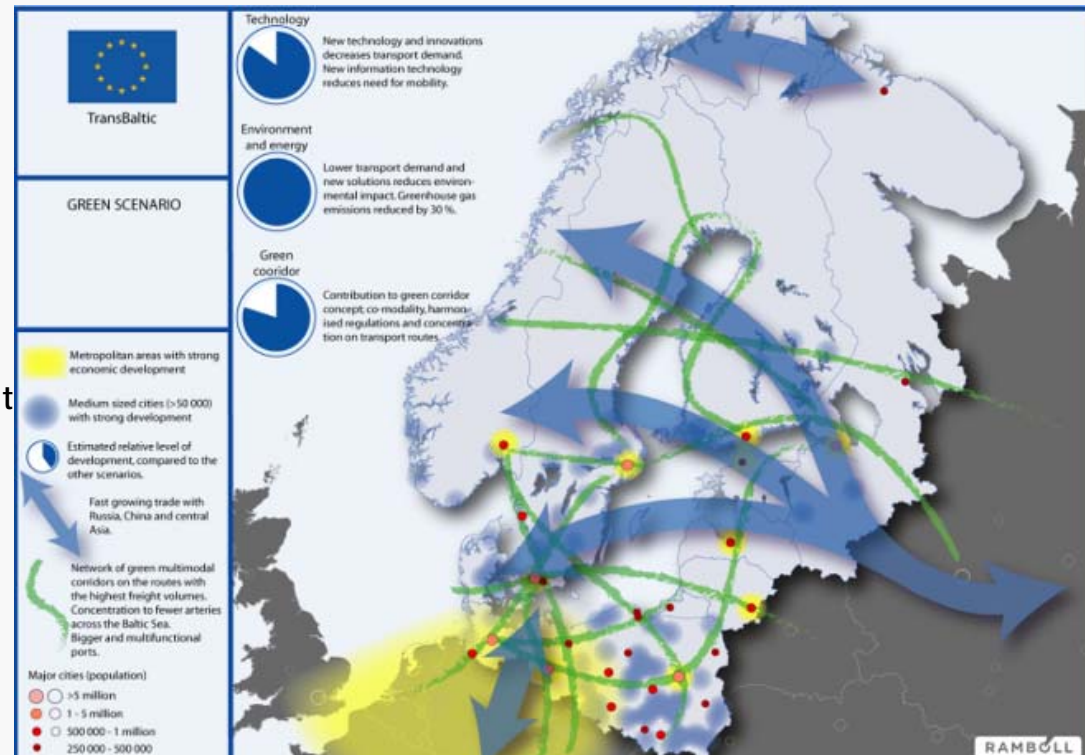
What makes the transport corridor 'green'?

- 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

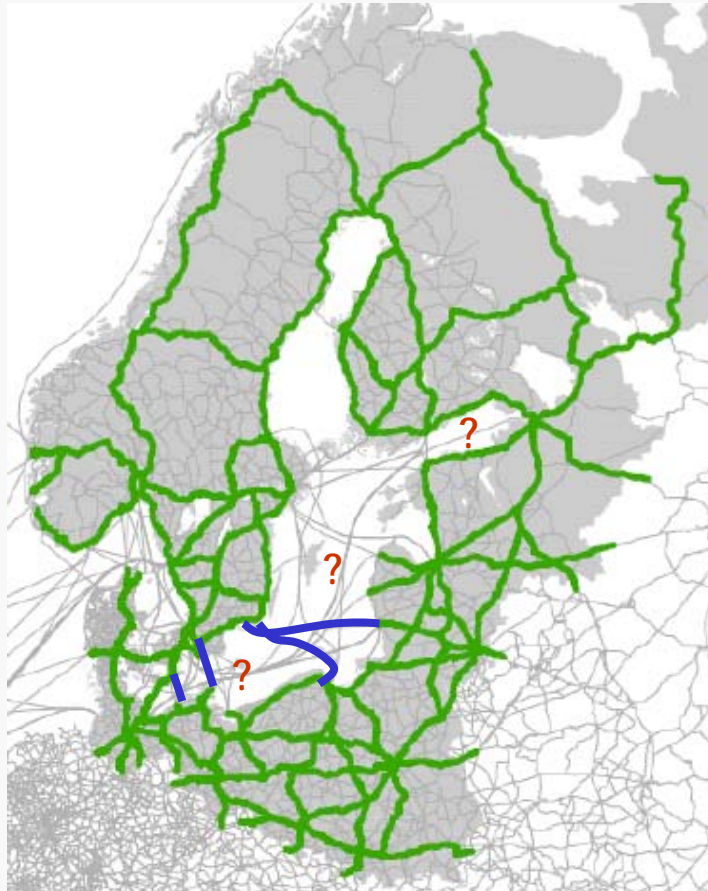
Source: Freight Transport Logistics Action Plan (EC 2007)

The 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



Featuring a network of green multimodal transport corridors...



- Target: **green corridors** spread over the whole BSR territory
- New **TEN-T links** + **MoS links** + nodes (ports, inland terminals, dry ports) to form a functional network
- Focus on **last mile infrastructure** to strategic nodes (ports and inland terminals)
- Mix of **hubs** and smaller **feeding terminals**
- Eminent role of **public administration**: supervise and repair system failures in green corridors performance
- **Steering mechanisms** adjusted to specific natural and socio-economic conditions of each corridor
- Question mark on the routing of the Motorway of the Baltic Sea on the ECOM maps
- Complementary short sea links needed in the central and northern part of the Baltic Sea!
- Who decides on the MoS status? Market? European Commission? National government?



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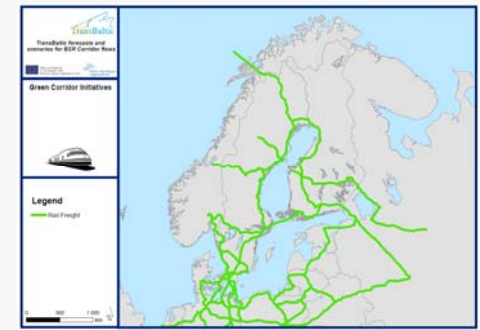
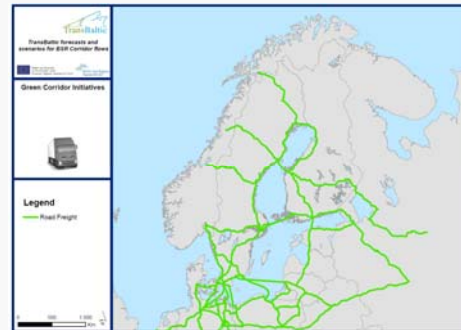
Modelling the green transport network 2030

TB Baseline Scenario 2030

Selection of the green network (links of interest to the BSR corridor projects)

Changed speed/cost variables on the green network

TB Green Scenario 2030



Road freight cost
↘ 2 eurocent per vehicle/km

Rail link speed ↗ 30%



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The attractive green transport corridors

- Capturing flows from the non-green links & corridors
- Additional 7% of road volumes and 14% of rail volumes carried on the green network
- Road and rail ferries on the green network gaining volumes!
- Policy dilemma: rail ferries or efficient intermodal terminals?

Million tonne-km per year within BSR	TB2030 Baseline	TB2030 Green scenario	Change %
Road tonne-km on Green network	642	734	14%
Road tonne-km not Green network	746	688	-8%
Road tonne-km total	1,387	1,422	2%
Rail tonne-km on Green network	533	570	7%
Rail tonne-km not Green network	443	408	-8%
Rail tonne-km total	975	978	0%
Road ferry tonne-km on Green network	132	140	6%
Road ferry tonne-km not Green network	818	765	-7%
Road ferry tonne-km total	950	905	-5%
Rail ferry tonne-km on Green network	3	3	10%
Rail ferry tonne-km not Green network	3	2	-23%
Rail ferry tonne-km total	6	6	-7%
Sum tonne-km on Green network	1,309	1,448	11%
Sum tonne-km not Green network	2,009	1,863	-7%
Sum tonne-km total	3,319	3,311	0%



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Green transport corridors vs. EU transport policies (1)

- White Paper on Transport 2011 - **freight corridors** to make the freight multimodality economically attractive for shippers in longer distances and to facilitate the modal shift
- Freight corridors with two attributes:
 - **green** - optimised energy use and emissions, and minimised environmental impacts
 - **efficient** - reliability, limited congestion and low operating and administrative costs



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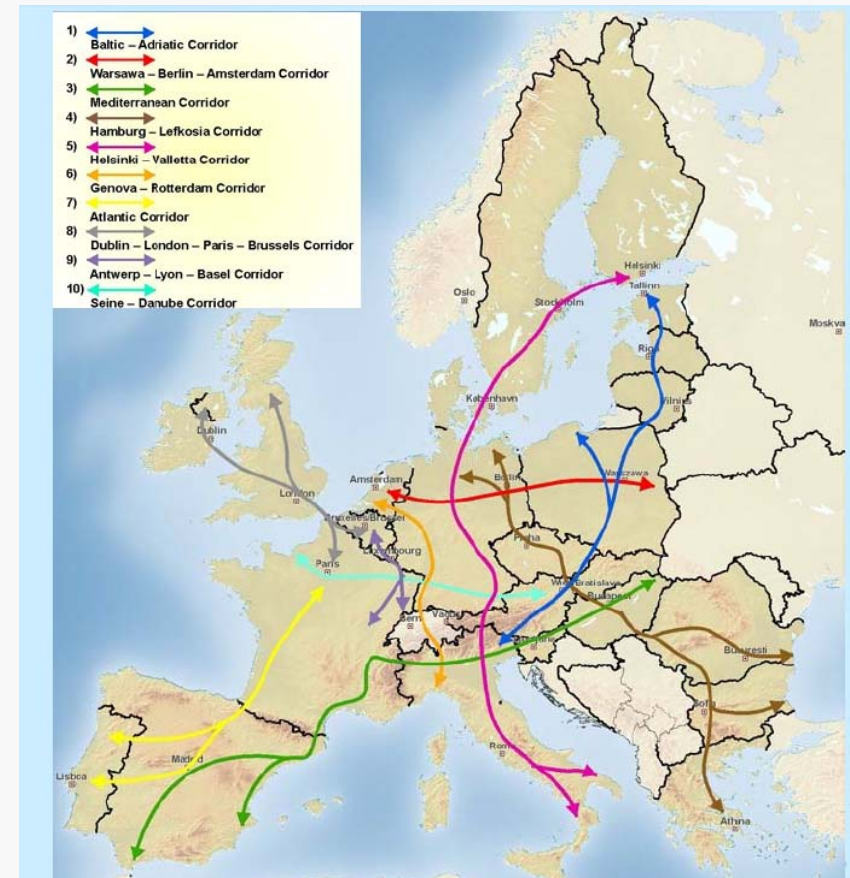


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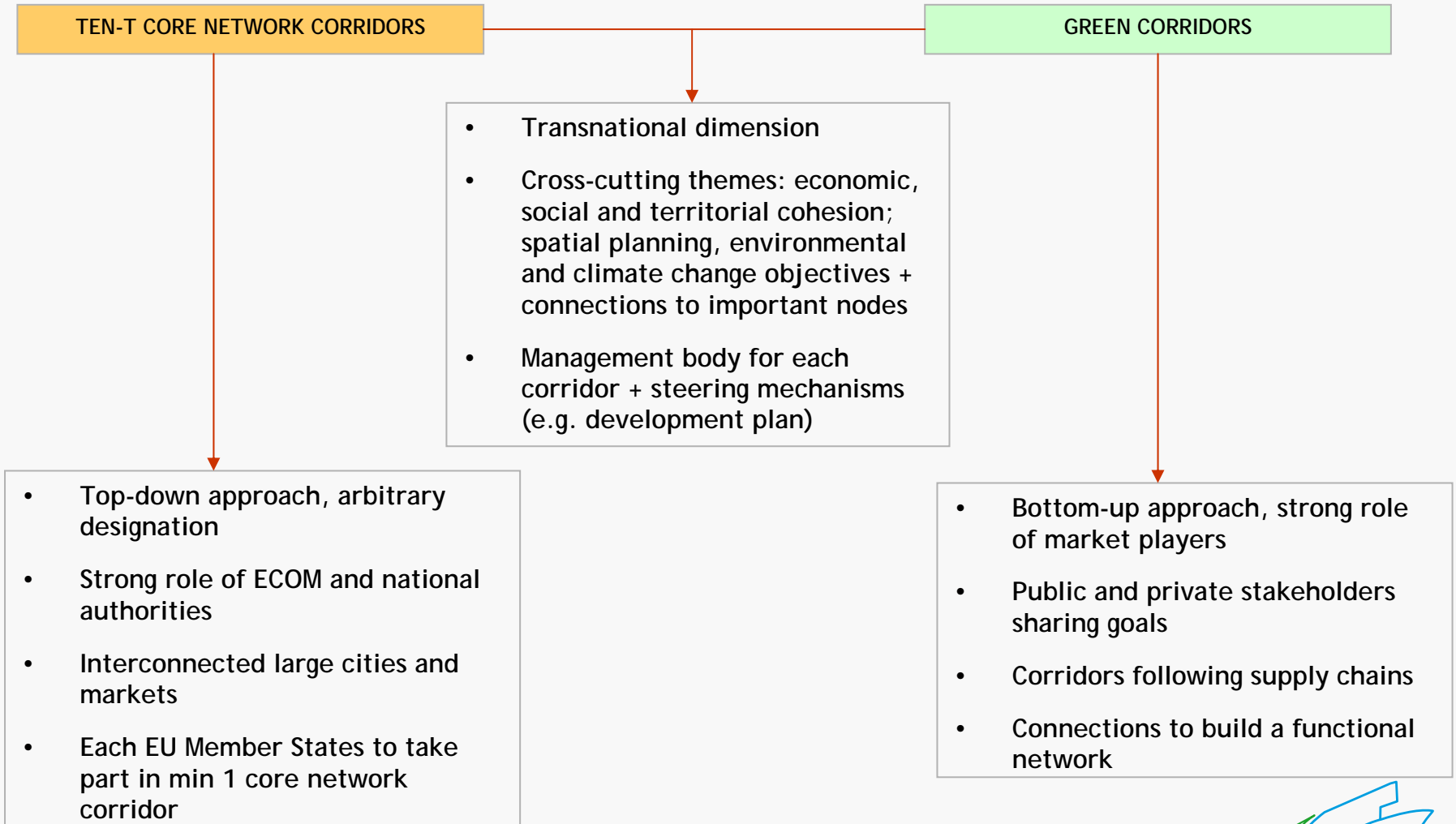
Green transport corridors vs. EU transport policies (2)

- **Core network corridors** in the TEN-T guidelines proposal (2011) as freight corridors of the highest European value
- Characteristics:
 - most important cross-border long-distance flows in the core network;
 - 3 transport modes and at least 3 Member States;
 - both land and maritime sections, with the latter built on the MoS concept;
 - high quality infrastructure incl. cross-border sections, multimodal terminals at sea and river ports, city logistic consolidation centres + better rail/airport connections for long distance travel
 - applied information technology tools and supply infrastructure for clean fuels;
 - instrument for implementing the core network by **coordinated development and management**

First layout of the core network corridors, presented in the Multiannual Financial Framework proposal by the Commission on 30 June 2011



Similarities and dissimilarities



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A new East-West divide?

- Green solutions **too costly** for new EU Member States and Russia
- **Conventional infrastructure** preferred - to improve connectivity to European markets and increase competitiveness
- **Insufficient** human and monetary **resources** for green issues



A way out?:

- green technologies offered on reasonable financial conditions
- awareness raising campaign on economic benefits for going green
- deeper international cooperation for development of green corridors



Thank you for your attention!

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