

BALTIC-ADRIATIC AXIS

BATCo

BATCo – an example for interregional cooperation and infrastructure implementation along a European transport corridor

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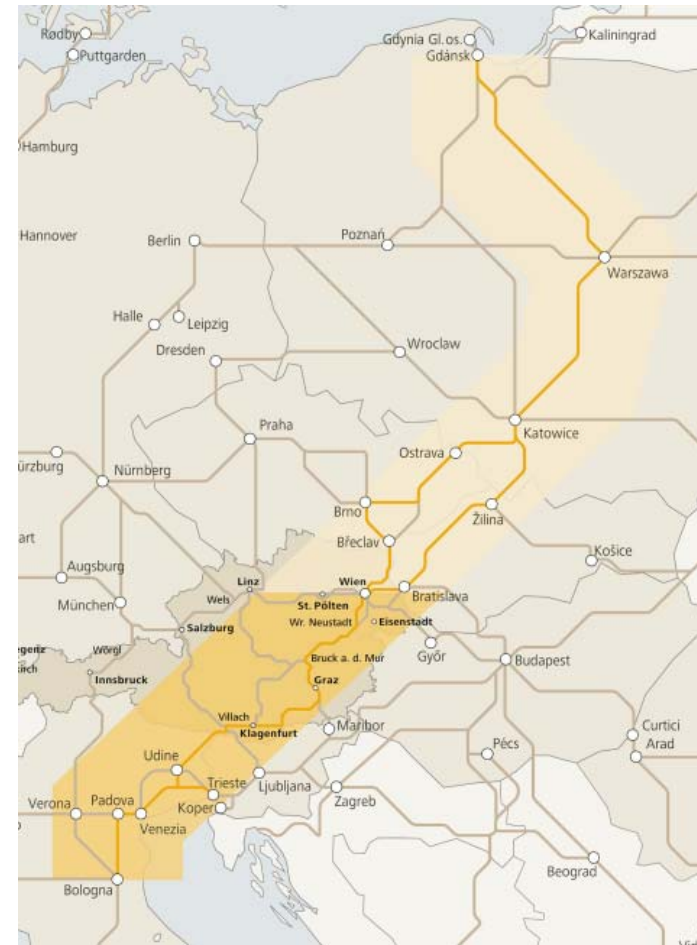
THE BALTIC-ADRIATIC AXIS

The **Baltic-Adriatic Axis** in its original course consists of

- the Trans-European Networks - Transport (TEN-T) railway priority project 23
Gdansk – Warszawa – Katowice –
Brno/Zilina – Bratislava/Wien

- and the southern extension
Wien - Graz – Klagenfurt/Villach – Udine
Trieste/Venezia - Bologna/Ravenna

is one of the most important north-south routes in Europe and the easternmost crossing of the Alps connecting the Baltic Sea with the Adriatic Sea.



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THE BALTIC-ADRIATIC AXIS

The **Baltic-Adriatic Axis**

- Runs through 19 regions in 5 Member States
- Connects more than 40 million inhabitants
- Links important nodes between the ports of the Baltic and the Adriatic Sea
- Connects Europe to the booming Asian markets

*The Baltic-Adriatic Axis –
Connecting Europe. And beyond.*



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THE BALTIC-ADRIATIC AXIS

From the “Baltic-Adriatic Axis” to the “Baltic-Adriatic Corridor”

since October 19th, 2011 the Baltic-Adriatic Corridor with the course

Helsinki – Tallinn – Riga – Kaunas –
 Warszawa – Katowice
 Gdynia – Warszawa - Katowice
 Katowice – Ostrava – Brno – Wien
 Katowice – Žilina – Bratislava – Wien
 Wien – Graz – Klagenfurt – Villach –
 Udine – Venezia – Bologna – Ravenna

is officially considered as a part of the TEN-T core network as one of ten European Transport Corridors connecting 10 member states.



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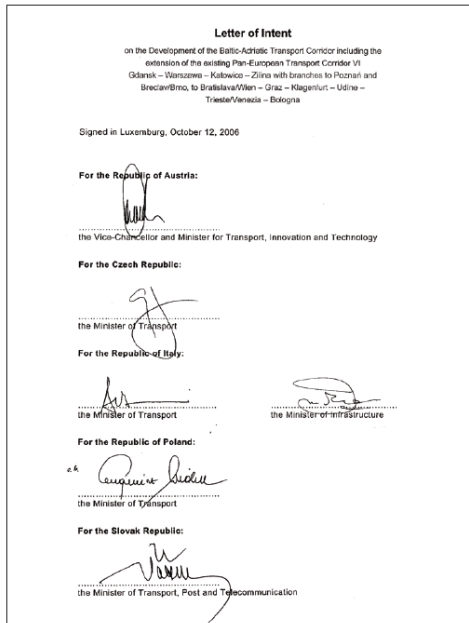
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THE BALTIC-ADRIATIC AXIS

Political Initiatives - Milestones



12th of October 2006 – Letter of Intent

Ministers of transport from Poland, Czech Republic, Slovakia, Italy and Austria sign a *"Letter of Intent on the Development of the Baltic-Adriatic Transport Corridor"*. Topics are the enhanced positioning of the project as well as improved coordination on the project-level.



6th of October 2009 – Declaration of regions

Representatives of 14 regions signed a declaration demanding a *"consistent and rapid implementation of the Baltic-Adriatic Corridor between Gdansk and Bologna"*, motivated by the wish for "Improvement of traffic infrastructure as a prerequisite for the economy as well as traffic safety and the consolidation of the new Europe".

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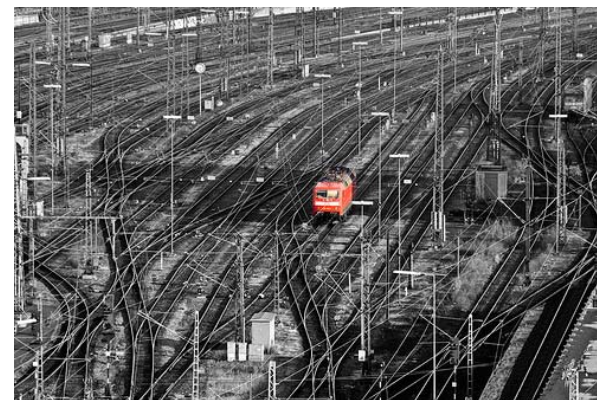


THE BALTIC-ADRIATIC AXIS

Political Initiatives - Milestones

November 2010

Regulation concerning a “European Rail Network for Competitive Freight” indicating the ***Baltic-Adriatic Axis*** as an important freight corridor entered into force on November 9th, 2010



January 2011

Meeting of representatives of BAA regions with Mr. Siim KALLAS, EU Vice-President and Commissioner for Transport



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Political Initiatives - Milestones

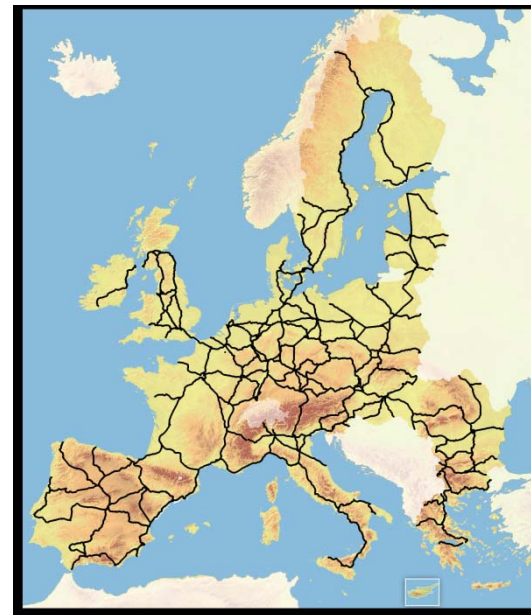
June 2011

Baltic-Adriatic Axis named in the European Commissions budget proposal „A budget for Europe 2014 – 2020“



October 19th, 2011

Baltic-Adriatic Axis extended by "Rail Baltica" (Warsaw – Helsinki) included as Baltic-Adriatic Corridor in the *"Proposal for a regulation of the European Parliament and of the Council on Union Guidelines for the development of the trans-European transport network"* issued by the European Commission



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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

BATCo is implemented in order to support the further development of the Baltic-Adriatic Axis. Therefore a selection of institutions along this intermodal corridor have come together in the **Baltic-Adriatic Transport Cooperation (BATCo)**.

These 18 national and regional partners from 5 European countries (Austria, Czech Republic, Italy, Poland and Slovakia), seek to develop a variety of **technical, environmental** and **economic** interventions which will facilitate the development of the Baltic-Adriatic Axis from now through 2013.



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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

Facts & Figures



Duration: 36 months
March 2010 – February 2013

Total budget: € 3.723.373,98

ERDF
contribution: € 2.902.134,40

18 Partners from 5 EU countries

Lead Partner:
Regional Government of Carinthia –
Department for Economic Law and Infrastructure

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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

Objectives

The main objective is the sustainable and harmonised advancement of the Baltic-Adriatic Axis and its competitiveness.

As accessibility is a precondition for economic development and growth, the objectives are

- to up-grade intermodal transport connections - particularly accelerating the implementation of high capacity railway connections along the axis (“green transports”)
- to protect the environment via the reduction of negative transport related effects and
- to secure employment via the strengthening of the economy.



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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

Objectives

The Baltic-Adriatic Transport Cooperation is based on 3 thematic pillars and therefore foresees numerous activities and measures in regard to **technical**, **environmental** and **economic** aspects which are intrinsically tied to the development of the Baltic-Adriatic Axis.



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Activities

WP3 - Transport system

Development and implementation of **technical planning tools** in regard to the transport system along the Baltic-Adriatic Axis, in particular

- Establishment of an axis-wide transport model providing the basis for the
- identification of “green” potentials
- calculation of scenarios due to the implementation of measures (e.g. improvement of infrastructures, road tolls etc.)
- Business Case Studies on “block trains”, “Far East freight transport”, “New logistics services” etc.



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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

Activities

WP4 - Transport related impacts on environment

Identification of **reduction potentials of negative effects on the environment** along the Baltic-Adriatic Axis, in particular

- Establishment of an axis-wide transport impact model providing the basis for the
- identification of environmental protection and safety potentials
- calculation of scenarios due to the implementation of measures (e.g. improvement of rail, infrastructures, road tolls etc.)
- Pilot impact calculations (air pollution, noise & traffic safety in selected regions (AT, CZ, IT, PL))



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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

Elimination of Austrian bottlenecks

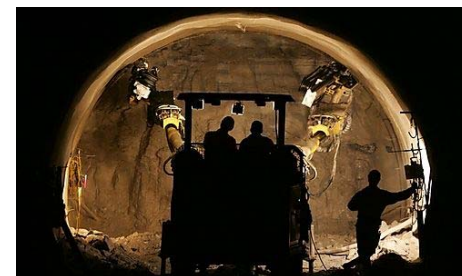
Koralm Railway incl. Koralm Tunnel

Current status: under construction
 Investment: 5.6 billion €
 Already invested: 1.3 billion €
 Completion: early 2020s



Semmering Base Tunnel

Current status: planning phase finalised
 construction starts 2012
 Investment: 3.1 billion €
 Already invested: -
 Completion: early 2020s



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Activities

WP5 - Economic / Logistics Development

Stimulation and development of economic activities by supporting end users (logistics centres, SMEs etc.) along the Baltic-Adriatic Axis.

In this regard BATCo will contribute to the economic development, by the:

- Strengthening of **intermodal logistics solutions and business models** to support their use by SMEs.
- Creation of **transnational business cooperation nodes**, which support local organisations in business networking across the larger corridor's geographical area in the development of new services, experts and products.

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Logistics Centres and Terminals along the BAA



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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

Carinthia as a strategic region

Intersection of 2 important railway axes

- Baltic-Adriatic Axis
- Corridor X

Intersection of 3 Austrian highways

- A2
- A10
- A11

Distance to

Italian Border approx. 20km
Slovenian Border approx. 30km



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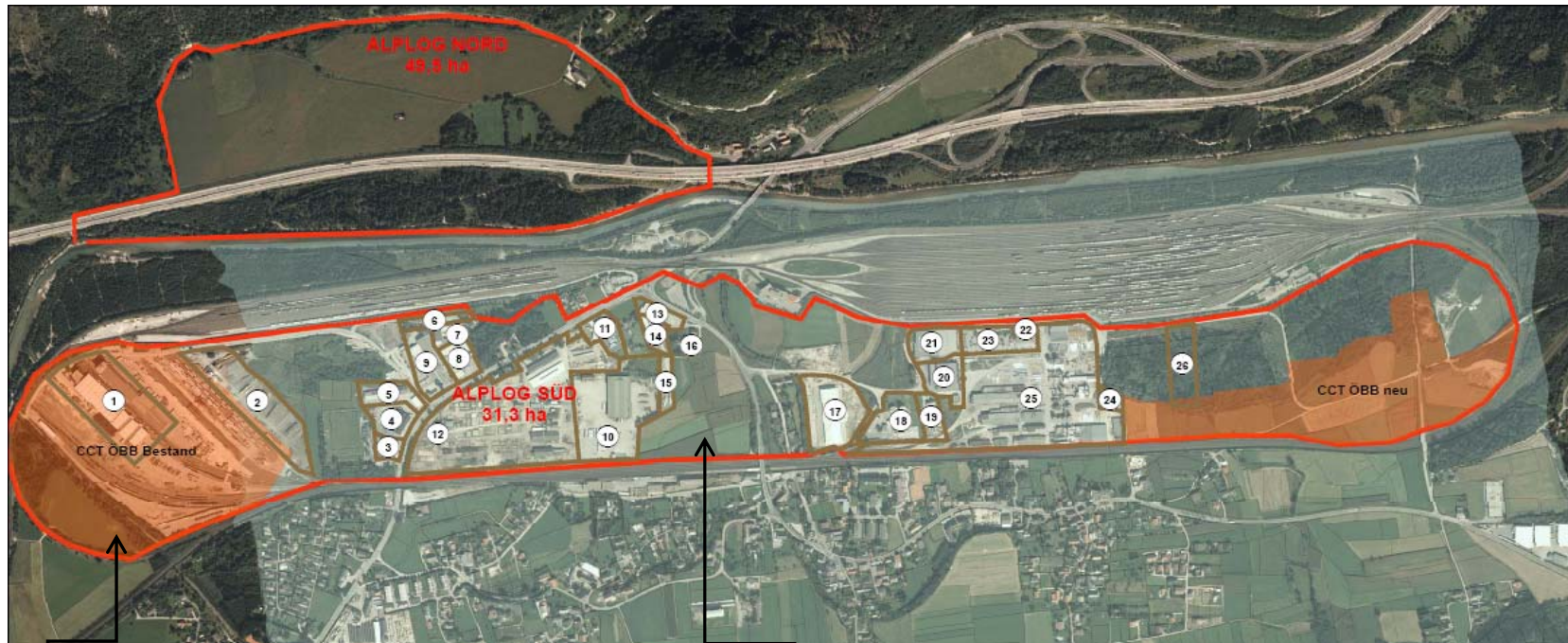
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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

ALPLOG as a pilot Transnational Logistics Center Incubator



6 RCA + subsidiary companies
7 Logistic- Serviceoperators

7 Service providers
7 Logistic-service- companies
10 Productions-and commercial companies

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Carinthia as a strategic region

Economic Development – Carinthian dry ports

Due to the completion of the Koralm railway new cooperation opportunities, e.g. with the ports of the North Adriatic Ports Association in the field of logistics, will be possible.

Considering the Villach Combi Cargo Terminal and ALPLOG Carinthia both located directly at the intersection of the Baltic-Adriatic Axis and the Corridor X (Salzburg - Villach -Thessaloniki) Carinthia will be able to form the “Hinterland” of the North-Adriatic ports.

The Baltic-Adriatic Axis will significantly contribute to sustainably strengthen Carinthia as a business and logistics location.

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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

North Adriatic Ports Association (NAPA)



Founded: March 1st, 2010

Members: Ports of Trieste, Venice, Ravenna, and Koper
since Nov 2010: port of Rijeka

Vision: Establish a Multi-Gateway-Region

Objectives:

- increase of ports capacities
- Know-how transfer
- elimination of infrastructural and technical bottlenecks
- fostering of inland connections focusing on railway

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BATCo – BALTIC-ADRIATIC TRANSPORT COOPERATION

North Adriatic Ports Association (NAPA)

Comparison of European Ports

	Total throughput of cargo in million of tonnes, 2009:	Comparison of Container Traffic in TEUs, 2009:
Rotterdam	386,87	9.743.290
Antwerp	157,80	7.309.640
Hamburg	110,38	7.007.704
NAPA ports	101,44	1.174.618
Marseille	83,19	876.757

Source: www.portsofnapa.com

The Green Way to Europe

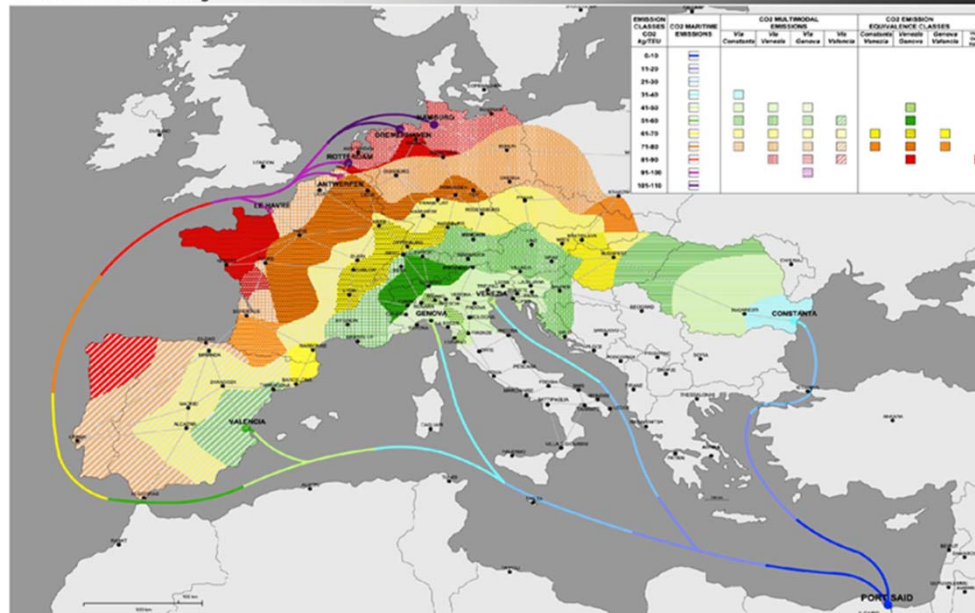
Carbon emission comparison for 1 container (TEU) with a gross weight of 18 tons:

From	to	distance	total CO2 emission
Korea	North Adriatic	17.400 km	2.595 kg*
Korea	Rotterdam	21.345 km	2.915 kg

* shipping 1 container from Korea to North Adriatic saves 320 kg of CO2

CO2 multimodal equivalence classes emissions (sea+railway)
from Port Said to main European destinations

comparison among Costanta – Venezia –Genoa- Valencia – Le Havre – Antwerpen – Rotterdam – Bremerhaven - Hamburg



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Cooperation Agreement between NAPA and the Regional Government of Carinthia



On November 24th, 2011 the cooperation between key-players along the Baltic-Adriatic Axis was continued as in Klagenfurt representatives of the North Adriatic Port Association, the Regional Government of Carinthia and the Development Agency of Carinthia signed a Cooperation Agreement focusing on the improvement of the connection of the NAPA ports to the regions along the Baltic-Adriatic Axis and the Corridor X considering the further development of ALPLOG Villach/Fürnitz as an important logistics location based at the intersection of these two railway axes.

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Conclusions

- The proposal of the European Commission to combine „Rail Baltica“ and the „Baltic-Adriatic Axis“ to an integrated „Baltic-Adriatic Corridor“ is highly appreciated
- With an overall length of more than 3.000 km and running through 10 European member states the „Baltic-Adriatic Corridor“ as the easternmost North-South connection in the TEN-T core network forms a backbone of the European transport network
- The inclusion of Finland and the Baltic states upgrades this European Transport Corridor to a real „Baltic-Adriatic Corridor“
- Any proposal for a future common cooperation of regions/institutions along the „Baltic-Adriatic Corridor“ (e.g. European Territorial Cooperation 2014-2020) is highly appreciated

Contacts



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Thank you for your kind attention!

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