



Towards an integrated transport system in the Baltic Sea Region

Concept for the Macroregional Transport Action Plan

Presentation at the TransBaltic
umbrella seminar, Helsinki,
27 January 2012

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

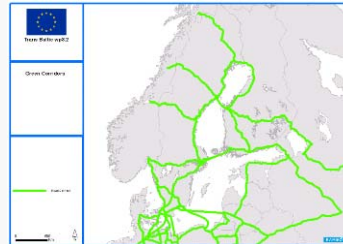


The TransBaltic cuisine...

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)



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General features of the MTAP

- **Joint product** of all TransBaltic partners + **inputs** from the allied projects and stakeholders
- A **regional level input** to the implementation of the EU Baltic Sea Strategy (PA 11 - To improve internal and external transport links)
- Wrapped up messages, recommendations and solutions
- Integrated multimodal transport system in the BSR from the **sustainable regional growth perspective**
- Infrastructure measures, logistics, ITS, transport management and skills, financing options
- Draft document ready in June 2012
- Presentation and adoption of the action plan at the **TransBaltic Final Conference, Cyprus, 4-5 September 2012**



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The MTAP to give an added value to the stock of strategic documents

- **New knowledge** to influence policy-making at various governance levels
- A **complement** role to the Baltic Transport Outlook and NORDIM investigation (Northern Dimension Transport and Logistics Partnership) determining the thematic scope of MTAP
- **Focus on:**
 - Green scenario 2030 and 'reaction' of the green transport network to policy impacts & market developments
 - Areas and components of the BSR found critical for the integrated transport system
 - Preparedness for increasing freight flows to, from and across the BSR (gateway function)
 - Policy implications of developments outside the BSR
 - Subregional transport development specificities
 - Sustainable regional growth dimension
 - *Et cetera*
- Lean, consistent and well structured content

WHY-WHAT-WHO-WHEN-HOW



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Proposed content of the MTAP

- **Introduction** (objective and purpose of TransBaltic, relation with other projects and initiatives)
- **Summary of TransBaltic findings** - added value to the stock of transport & regional development processes in Europe and the Baltic Sea Region
- **Vision of the integrated multimodal transport system in the BSR and an optimum path to achieve it** (green scenario) ← task 3.3
- **Threats in accomplishing the vision** - impact of other 2030 TransBaltic development scenarios for the BSR ← task 3.2
- **Network of green and efficient transport corridors as a result of the green scenario. Relations with core network corridors concept** ← task 3.2
- **Measures needed to establish a network of green and efficient transport corridors in the Baltic Sea Region**
 - Place-based approach and involvement of EU neighbours ← Policy Reports, task 3.1
 - Missing/underperforming nodes and links ← task 3.4 & other BSR projects
 - Motorways of the Baltic Sea as extensions of the land corridors ← task 4.1 and 3.4 & other BSR projects
 - Dry ports and hubs (inc. terminals) ← task 5.1, 3.2 and 3.4 & North Sea projects
 - Intelligent transport solutions (incl. ICT applications in intermodal transport)) ← task 5.3 and 3.4 & other BSR projects
 - Steering mechanisms and planning and decision-support tools (with reference to prognostic studies and flow models like the BTO and TRANS-TOOLS ← task 3.2 & other BSR projects
 - Social competitiveness agenda (education and qualifications in transport) ← task 4.2 and 5.4 & other BSR projects
 - Business commitment (results of pilot cases in WP5) ← WP5 tasks
- **Measures needed to increase robustness of green transport network in the Baltic Sea Region. Policy implications of:**
 - Competition for a gateway function. New geography of transcontinental flows between the EU and Asia. Maritime route vs. landbridge connections ← task 3.2
 - Impact of new legislative frameworks (e.g. IMO sulphur regulation) ← task 3.2
 - Market decisions in container operations. Emerging hubs in the Baltic Sea ← task 4.3
- **Financial instruments for implementing the action plan** ← task 3.4 & other BSR projects
- **Legislative and normative framework for implementing the action plan** ← task 3.4 & other BSR projects



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The drafting process & timetable

- **26 January** 2012, Helsinki, WP3 seminar - establishing of the Task Force
- March 2012 - Task Force meeting
- **11-12 April** 2012, Umeå (TBC) - WP3 meeting - approval of an interim version
- May 2012 - Task Force meeting
- **Late May** 2012 - WP3 meeting & umbrella seminar - approval of a draft final version
- **19-20 June** 2012, Region Sjælland (TBC) - TransBaltic Steering Committee meeting - adoption of the draft final version
- late June-late August - consultation process
- **4 September** 2012, Cyprus - meeting of regional politicians - adoption of the action plan
- 4-5 September 2012, Cyprus - TransBaltic Final Conference - presentation of the action plan & follow-up activities



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Questions

- Suggestions to the **focus** and **content** of the MTAP - how to expose added value of the action plan?
- Specific contributions from the cooperating projects
- Format and timing for the inputs from the cooperating projects



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Session with the IFIs on investments in green transport corridors

1. What does it mean '**bankable**' for Interreg projects as they do not directly generate investments but rather focus on early planning stages? How to deploy/unlock investments? What to pay attention to in the joint cross-border/transnational planning process for investments?
2. Experience of the IFIs with **action plans and strategies** for transport development in cross-border and transnational scales. Any success stories in moving from measures recommended in such documents to **real investments**? What kind of mistakes to be avoided?
3. Reflections of the IFIs on the issue of **corridor platforms and corridor development plans** proposed in the TEN-T policy documents
4. Specific advice to the gathered projects, which work together towards green and efficient transport solutions in the Baltic Sea Region. Any **systemic aid** offered by the IFIs to let them achieve **durable results**?



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Thank you for your attention!

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