TransBaltic

Towards an integrated transport system in the Baltic Sea Region

New TEN-T guidelines proposal – implications for the port sector in the Baltic Sea region

April 2012

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

Baltic Sea Region Programme 2007–2013

SKANE

BPO BALTIC PORTS ORGANIZATION

Report coordinator: **Baltic Ports Organization Secretariat**

Authors:

Monika Rozmarynowska – academic teacher at Gdynia Maritime Academy

Bogdan Ołdakowski, BPO Secretary General

Baltic Ports Organization is made up of forty plus major ports in the nine countries surrounding the Baltic Sea. The main objective of BPO is to improve the competitiveness of maritime transport in the Baltic region by increasing the efficiency of ports, marketing the Baltic region as a strategic logistics centre, improving the infrastructure within the ports and their connections to other modes of transport.

TransBaltic, as one of the few transnational projects so far, has been granted a strategic status by the authorities of the Baltic Sea Region Programme 2007-2013. The overall objective of TransBaltic is to provide regional level incentives for the creation of a comprehensive multimodal transport system in the BSR. This is to be achieved by means of joint transport development measures and jointly implemented business concepts. TransBaltic is led by Region Skåne and lasts from 1 June 2009 to 31 December 2012.

Contents

Introduction

This report has been prepared on the basis of the port debate *Future transport infrastructure in the EU – consequences for the BSR ports* held on 19th January 2012 in Sorø (Denmark), organized by BPO and the TransBaltic Project. Among debate speakers were representatives of BPO, the TransBaltic Project, ESPO, the Danish Port Association, the Swedish Port Association, and the Polish Ministry of Transport. The debate focused on such aspects as: new guidelines on the development of the Trans-European Transport Network, the role of ports in a core and comprehensive network, Connecting Europe Facility as a tool for the future TEN-T, green corridors concept and TEN-T guidelines, EU Strategy for the BSR.

On 19th of October 2011, after a two-year consultation process, the European Commission published a new proposal for the development of the Trans-European Transport Network (TEN-T). The new policy assumes that the TEN-T network will consist of two layers: a core network (to be completed by 2030) and a comprehensive network (to be completed by 2050). Both layers include all transport modes: road, rail, inland waterways, air and maritime transport, as well as intermodal platforms. In order to facilitate the implementation of the core network, the 'corridor approach' will be used and 10 multimodal corridors will be established. The TEN-T projects will be co-financed by a new financing tool for investing in transport, energy and ICT infrastructure called 'Connecting Europe Facility' (CEF). The total budget of the CEF is EUR 50 billion, of which EUR 31.7 billion is dedicated to the transport sector and TEN-T development. After the European Commission has presented the proposals on TEN-T and the CEF, the process will largely be in the hands of the European Parliament (EP) and the European Council (i.e. national governments).

In the European Commission's new strategy for a European TEN-T core network, seaports play a greater role as international access points for national, multimodal networks. Together with other nodal points such as inland ports and airports, seaports are put in a central position of the Trans-European Transport Network. The current TEN-T proposal includes 83 ports in the core network, 18 of which are situated within the Baltic Sea region.

This report focuses mainly on the position of seaports and marine aspect in the new TEN-T proposal and on the impact of this new proposal on the BSR. The report discusses the distribution of seaports in the TEN-T network within the whole EU and particularly within the BSR and Motorways of the Sea as a marine aspect of the TEN-T. It compares the green corridors concept with core network corridors and discusses some BSR projects which are involved in the development of the green corridors concept. Finally, the report presents a vision of transport in the BSR in 2030 prepared by BTO2030 and compares the BSR strategic network with the TEN-T core network within the BSR.

1. New TEN-T proposal – a multimodal corridor concept

The basic aim of the Trans-European Networks Policy is to remove the bottlenecks, upgrade infrastructure and streamline cross border transport operations for passengers and businesses throughout the EU. Its realization will contribute to improving connections between different modes of transport and to realize the EU's climate change objectives.

On 19th of October 2011 the European Commission published a new proposal for the development of the Trans-European Transport Network (TEN-T). The aim of the new proposal is to transform the existing patchwork of European roads, railways, airports and canals into a unified transport network (TEN-T). The new policy concentrates on a much smaller and more tightly defined transport network for Europe. The aim is to focus spending on a smaller number of projects where real EU added value can be realised. The new policy followed by a two-year consultation process assumes that the TEN-T network will be developed gradually by implementing a dual-layer approach. It means that two layers of the TEN-T network are established: a core network and a comprehensive network. Both layers include all transport modes: road, rail, inland waterways, air and maritime transport, as well as intermodal platforms.

The comprehensive network constitutes the basic layer of the TEN-T. It consists of all existing and planned infrastructure of the TEN-T network. The complete comprehensive network is planned to be in place by 31 December 2050 at the latest. It will ensure full coverage of the EU and accessibility of all regions in the Union, including remote and the outermost regions.

The core network overlays the comprehensive network and consists of the strategically most important parts of the TEN-T network. It constitutes the backbone of the development of a multimodal transport network. It concentrates on those components of the TEN-T with the highest European added value: cross border missing links, key bottlenecks and multimodal nodes. The core network is planned to be completed by 31 December 2030 at the latest.

The core network design process included two steps. In the first step main nodes were indentified:

- urban main nodes, comprising all Member States' capitals, all "MEGA" cities according to ESPON and all other large urban areas or conurbations, including the ports and airports directly belonging to the urban node.
- Outside these urban main nodes, ports which exceed a certain volume threshold or fulfil certain geographical criteria.
- The most relevant border crossing points: one per mode between each Member State and each neighbouring country.

The second step involved connecting these main nodes via multimodal links (road, rail, inland waterway). Some links already exist, in some cases the problems are bottlenecks or lack of links.
During the debate, participants emphasised that the dry port concept should be discussed as a TEN-T policy component as such facilities serve as an extension of several main ports. Dry ports should constitute nodes of the core network, understood as a part of a seaport moved some 30-200 km into the hinterland in order to satisfy customers' demand and at the same time to ease operational constraints (e.g. traffic bottlenecks in the main port area). Several container ports around the

North Sea encounter problems due to the lack of space, queuing times, hampered road access and a low share of rail transport mode in cargo supply. For that reason dry ports, located in the proximity to TEN-T links, could offer additional capacity to the container ports.

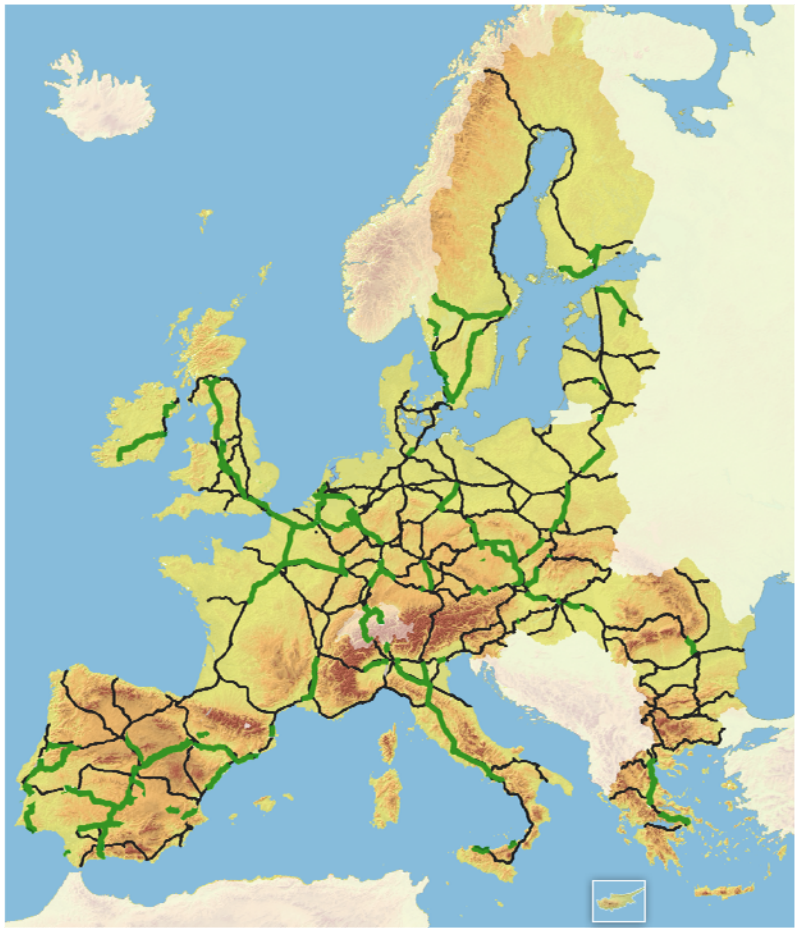

Figure 1. Core network by 2030

Source: http://ec.europa.eu/transport/infrastructure/revision-t_en.htm

The future core network proposed by the EC will comprise of 83 main European ports with rail and road links, 37 key airports with rail connections into major cities, 15,000 km of railway line upgraded to high speed, 35 cross border projects to reduce bottlenecks. Rail, road and inland waterway connections between these nodes will carry traffic flows of the highest strategic importance.[1] Figure 1 presents a map of the core network which should be completed by 2030. Sections completed by 2011 are in green.

In order to facilitate the implementation of the core network, the 'corridor approach' will be used. This instrument will help to coordinate and synchronise different projects on a transnational basis. Within the core network, 10 corridors have been established (see Figure 2). Core network corridors shall involve at least three transport modes and at least three Member States. Each Member State participates in at least one corridor. They cover the most important cross-border long-distance

[1] Connecting Europe: The new EU core transport network- MEMO/11/706, Brussels, October 19, 2011

flows in the core network. In duly justified cases the core network corridor may involve only two transport modes. If possible, core network corridors should be connected with a maritime port. Core network corridors should facilitate modal integration and interoperability and lead to coordinated development and management of infrastructure. Multimodal infrastructure within core network corridors shall be built and coordinated, wherever needed, in a way that optimises the use of each transport mode and their cooperation. The core network corridors shall support the comprehensive deployment of interoperable traffic management systems.

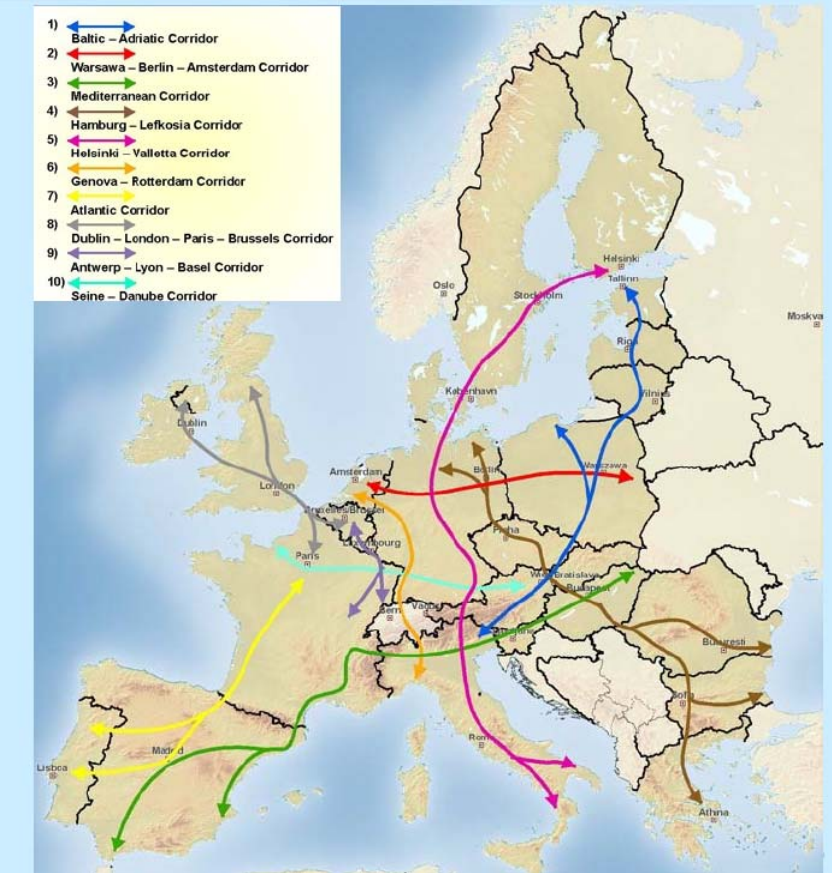

Figure 2. Map of 10 Core network corridors

Source: *Green corridor concept and the TEN-T policy*, Wiktor Szydarowski, Project presentation at the BPO debate on the TEN-T, Sorø, Denmark, 19 January 2012

For each core network corridor 'corridor platforms' will be established. The corridor platform may be established as a permanent legal entity, such as a European Economic Interest Group. They will be composed of the representative Member States concerned and, as appropriate, other public and private entities. Corridor platforms will be a structure that will be responsible for defining the general objectives of the core network corridor and devising and

implementing corridor development plans so that work along the corridor, in different Member States and at different stages of progress, can be joined effectively. Such development plan should include, e.g. a description of the characteristics of the core network corridor, including bottlenecks; the objectives for the core network corridor in particular in terms of performance

expressed as the quality of the service and its capacity; the programme of measures necessary for developing the core network corridor; a multimodal transport market study; an implementation plan, an investment plan.

European coordinators will chair the corridor platforms. The European Coordinator will be designated by the Commission, after consultation with the Member States concerned and the European Parliament. The European Coordinator will lead the coordinated implementation of the core network corridor.

2. Connecting Europe Facility – the EC's instrument to finance the TEN-T

The 'Connecting Europe Facility' (CEF) is a financing tool for investing in transport, energy and ICT infrastructure proposed by the European Commission for the budgetary period 2014-2020. For the first time, the Commission is proposing a single funding instrument for the three network sectors. The 'Connecting Europe Facility' is to finance projects which fill the missing links in Europe's energy, transport and digital backbone.

The total budget of the Connecting Europe Facility is EUR 50 billion. EUR 31.7 billion is dedicated to the transport sector, the digital services sector will receive EUR 9.2 billion and the energy sector will receive EUR 9.1 billion. The funds allocated to the transport sector include EUR 10 billion from the Cohesion Fund, set aside for transport projects in cohesion countries; the remaining EUR 21.7 billion will be available to all Member States for transport infrastructure investments.

80% of the money allocated to the transport sector under the Connecting Europe Facility will be used to support two categories of projects: core network projects and horizontal projects. The remaining funding may be made available for 'ad hoc' projects, including projects on the comprehensive network. Core network projects include priority projects along the 10 multimodal corridors on the core network. Funding will also be available for some other projects of high European added value on the core network. Funding for horizontal projects include funding for IT-related projects such as SESAR (Single European Sky Air Traffic Management System) and ERTMS the European Rail Traffic Management System.

It is assumed that co-financing rates for TEN-T projects on the core network will be:

- Up to 50% EU co-financing for studies.
- Up to 20% EU co-financing for works (e.g. exploratory works for a major tunnel).

However, the funding rate may be increased up to 30% for actions addressing bottlenecks and up to 40% for cross-border projects for rail and inland waterway connections. Moreover, higher co-financing of up to 50% for certain ITS projects, like ERTMS, can be made available. The rest of the funds will come from Member States, regional authorities or the private sector. It will be up to Member States to submit detailed proposals of investment to the Commission and the precise level of EU funding will depend on the details of the national proposals. No road projects will be financed

by the CEF budget with the exception of projects that create safe parking areas and road traffic management systems.

Table 1. CEF Co-financing rates

Works		Co-financing rates
Rail	Cross border	40%
	Bottleneck	30%
	Other projects of common interest	20%
Inland waterways	Cross border	40%
	Bottleneck	30%
	Other projects of common interest	20%
Inland transport connections to ports and airports (rail and road)		20%
Development of ports		20%
Development of multi-modal platforms		20%
Reduce rail freight noise by retrofitting existing rolling stock		20%
Freight transport services		20%
Secure parking and road core network		20%
Motorways of the sea		20%
Traffic management	ERTMS (rail)	50%
	Other modes	20%

Source*: Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility,* EU, Brussels, 2011

Two sets of requirements have been established for projects receiving funding on the core network: technical requirements which need to be applied and new legal requirements to finish projects. Technical requirements must be interoperable across the network. It means, for example, that ERTMS– the basic ITS (intelligent transport systems) to control railway traffic must apply everywhere. Equally, road safety standards in terms of tunnel safety requirements and road safety requirements must apply across the network, and the technology for ITS must join up. In terms of legal requirements, Member States with projects receiving funding on the core network have a legal obligation to finish these projects. This means that Member States are obligated to finish the project by 2030 – the completion date for the core network.
Funds allocated to the transport sector under the Connecting Europe Facility account only for 6% of funds needed for completing the TEN-T. It is estimated that the overall completion of the TEN-T will require EUR 500 billion by 2020, including EUR 250 billion for completing

missing links in the core network and removing bottlenecks. However, the Commission expects funds allocated to the transport sector under the Connecting Europe Facility to act as "seed capital", which will stimulate further funding on a national level from the private and public sector. It has been pointed out that a very strong leverage effect from TEN-T funding is noticeable. As experience from recent years shows, every EUR 1 million spent at European level can generate EUR

5 million from Member State governments and EUR 20 million from the private sector. It is expected that the Connecting Europe Facility will be a mobilising tool for the private sector to finance infrastructural investments. It is also believed that it allows innovative financial instruments, such as guarantees and project bonds, to gain maximum leverage from the EU funding injection. [2]

During the debate, some concerns about CEF have been highlighted. Generally, in the new European Commission strategy for a European TEN-T core network, seaports constitute a strategic access point for multimodal networks. However, ESPO has indicated that EU funding rates don't show the prominent role of ports in the TEN-T framework. The EC proposes different co-financing rates for different transport infrastructure. For example, rail and inland waterways cross-border sections can be co-financed up to 40% and only up to 20% is planned for investments in ports, whereas ports are inherently cross-border crossing points. Also, inland transport connections and MoS can only be co-financed up to 20%. Such level of co-financing rates for ports and the maritime section of TEN-T works more against maritime transport. It has been stated that port investment and inland transport connections to ports, should be equally entitled to receive grants up to 40% of the eligible costs. Additionally, road connections should not be ignored, as they are essential to connectivity and proper investment will reduce bottlenecks and related emissions. It has also been pointed out that it is still not clear if (rail/IW) bottlenecks in ports' inland connections are entitled to grants up to 30%.

Some concerns were also raised by the Polish Ministry to the EUR 10 billion budget earmarked in the Cohesion Fund dedicated to the CEF proposal. As has been indicated, a cut in Cohesion Fund money, meant to facilitate new Member States to catch up on development, might result in a backdrop in the old/new Member State integration.

3. The role of ports in the core and comprehensive network

Out of 27 EU Member States, 22 have coastlines. It is estimated that the EU coastline spreads at about 70,000 km, bordering the Atlantic Ocean, Mediterranean Sea, Black Sea, North Sea and Baltic Sea. There are approximately 1,200 commercial seaports in the EU, out of which about 500 handle more than 1 million tonnes, and about 10 seaports handle more than 50 million tonnes. In 2010 the total weight of goods handled in EU ports reached 3.6 billion tonnes. In terms of passenger traffic, it is estimated that in 2010 about 396 million passengers passed through EU ports.

Seaports are essential nodal points in logistics chains and play a vital role in EU external and internal trade, handling up to 90% of EU external trade and 40% of intercommunity trade. What's more, European ports are a direct and indirect source of approximately 3 million jobs.

According to the current Guidelines for the development of a TEN-T network, the Trans-European seaport network should permit the development of sea transport, and should constitute shipping links for islands and the points of interconnection between sea transport and other modes of transport.

[2] Connecting Europe: The new EU core transport network- MEMO/11/706, Brussels, October 19, 2011

In the present TEN-T guidelines, ports are classified into three categories: A, B and C. The selection of ports was based on annual traffic volumes of freight or passengers or their location on islands, or in the peripheral or outermost regions. The TEN-T seaports are comprised of 319 seaports including 286 ports of Category A, 13 ports of Category B and 20 ports of category C. Category A includes ports with a total annual traffic volume of not less than 1.5 million tonnes of freight, or 200,000 passengers. Category B includes seaports with a total annual traffic volume of not less than 0.5 million tonnes of freight or between 100,000 and 199,999 passengers. Category C includes seaports that do not meet the criteria of categories A and B but are situated in island, peripheral or the outermost regions, interconnecting such regions by sea and/or connecting them with the central regions of the Community.

In the new European Commission strategy for a European TEN-T core network, seaports constitute a strategic access point for multimodal networks. Together with other nodal points such as inland ports and airports, seaports are put in a central position of the Trans-European Transport Network. Seaports have a vital role to play within the TEN-T, by increasing the efficiency of the whole European transport system. Seaports together with adequate infrastructure connections are vital for European industry and inland and external trade development. Furthermore, seaports' good connections with rail and road infrastructure can contribute to elimination of bottlenecks along the main transport corridors. Seaports as a connection point for the shipment of goods and passengers between land and maritime means of transport also play crucial a role in the development of intermodal transport, which is an essential component of a common policy on sustainable mobility.

The new European Union strategy aims at the sustainable development of European seaports by promoting industry efficiency, the reduction of the negative impact on the environment and the integration of seaports within the entire chain of transports.

The current TEN-T proposal includes 83 ports in the core network and +/-340 ports in the comprehensive network. Nearly all multimodal corridors feature connections with maritime ports. Ports which are part of the comprehensive network shall meet at least one of the following criteria:

- The total annual passenger traffic volume exceeds 0.1% of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.
- The total annual cargo throughput – either for bulk or for non-bulk cargo handling – exceeds 0.1% of EU total. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.
- The maritime port is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network.
- The maritime port is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.

As far as the core network is concerned, the following seaports should be included:

- Seaports belonging to a primary city node (e.g.: Lisbon, Naples, and Bordeaux).
- Other seaports with an annual throughput > 1% of the EU total.

- The largest seaport per each NUTS 1 region with access to the sea, for each continuous coastline.
-

Seaports included in the comprehensive network should be connected by railway lines, road and if possible barge; they should offer at least one terminal open to all operators in a non-discriminatory way and have equipment to ensure environmental performance of ships in ports (in particular port reception facilities). With respect to seaports, attention should be paid to three vital projects: promoting short sea shipping, including Motorways of the Sea, interconnection of seaports with inland waterways, implementation of VTMIS and e-Maritime services.

4. Political process of the TEN-T Policy and CEF approval

After the European Commission (COM) has presented the proposals on the TEN-T and the Connecting Europe facility (CEF), the process will largely be in the hands of the European Parliament (EP) and the European Council (i.e. national governments).

On 27 February 2012, the members of the Transport Committee (TRAN) of the European Parliament had its first exchange of views on the Commission's proposal for a Regulation on the guidelines establishing the Trans-European Transport Network (TEN-T). Two co-rapporteurs: Georgios Koumoutsakos (EPP, EL) and Ismail Ertug (S&D, DE) have been designated who will be dealing with the revision of the TEN-T guidelines. It has been announced that a public hearing will take place in May 2012 with the Commission and relevant stakeholders. Among the key issues to be debated will be: the methodology, the TEN-T core network corridors and the requirements for infrastructure. A joint draft report will be presented by Georgios Koumoutsakos and Ismail Ertug in June 2012.
In parallel with the revision of the guidelines, a revision of the Commission's proposal to establish the Connecting Europe Facility is being handled. Dominique Riquet (EPP, FR) and Ines Ayala Sender (S&D, ES) are the appointed rapporteurs for the Connecting Europe Facility.

On 22 March 2012 in Brussels, there a meeting was held of the EU's Council of transport ministers. The transport ministers reached an agreement on proposals to transform the existing patchwork of roads, railways, airports and canals into a unified European transport network. This agreement is the first step in the legislative process. The proposed regulation must still be approved by MEPs in the European Parliament at first reading. A vote by the European Parliament is foreseen for early 2013. The final text could be adopted at the earliest in the first half of 2013.

4. Impact of new proposals for the TEN-T and CEF for port sector in the Baltic Sea region

4.1. Distribution of seaports in the TEN-T network

As was mentioned earlier, there are approximately 1,200 commercial seaports in the EU, spreading along a 70,000 km coastline. All EU seaports in 2010 handled 3.6 billion tonnes of goods and served 396 million passengers. Liquid bulk was the largest group of cargo which passed through EU seaports and accounted for 41% of total tonnage of cargo handled in EU seaports. The next position was occupied by dry bulk (23%). Containerised cargo accounted for 19%, while ro-ro cargo and general cargo accounted for 12% and 6%, respectively. [3]

The largest volume of cargo was handled in the Netherlands (538.7 million tonnes). The second largest maritime freight transport country was the UK (511.9 million tonnes), followed by Italy (494.1 million tonnes). These three countries together handled approximately 42% of the total cargo passing through all EU seaports. The three largest EU cargo seaports (Rotterdam, Antwerp and Hamburg) accounted for 20% of the total tonnage of goods handled in all EU ports, while the 20 largest ports accounted for 39%. Rotterdam alone handled over 10% of the total tonnage passing through EU seaports. About 90% of the seaborne goods transport in the EU in 2010 was international transport (extra-EU and intra-EU), while 10% was national transport. More seaborne goods are unloaded than loaded in most EU countries. Generally, one third of the total tonnage of goods handled in EU seaports, constitute inward transport.

The leading seaborne passenger transport country in Europe is Italy. Close to 88 million passengers embarked and disembarked in Italian ports in 2010. The second position is held by Greece (84 million passengers), followed by Denmark (41 million passengers).

If we divide the EU into 6 regions (North West Continent region, Mediterranean Sea region, Baltic Sea region, UK&Ireland region, Atlantic Ocean region, Black Sea region), we can notice that the biggest share in total EU seaborne freight traffic is held by North West Continent region ports (31.7%). The second biggest region is the Mediterranean Sea region (only EU ports) with a share of 28.2%. Baltic Sea ports (excluding Russian ports) account for 17.3% of the total throughput in EU ports, followed by UK&Irish ports (15.3%). The smallest share is held by EU ports along the Atlantic Ocean coast (5.9%) and EU ports along the Black Sea coast (1.7%).

83 seaports/group of seaports included into the TEN-T core network handle approximately 70% of the cargo passing through all EU seaports. The greatest number of core seaports (24) is concentrated within the Mediterranean Sea region. These seaports account for 58.4% of the throughput of all seaports within the EU Mediterranean Sea region. Half of those ports are located along the coastline of Italy. This is understandable if we take into consideration the fact that Italian seaports handle the greatest volume of cargo within the Mediterranean Sea region (494.1 million

[3] http://epp.eurostat.ec.europa.eu/cache/ITY_OFFPUB/KS-SF-12-012/EN/KS-SF-12-012-EN.PDF

tonnes) which accounts for about 48.3% of the total seaports' turnover in the region. Additionally, Italy has the largest number of seaports that handle at least 1 million tonnes of cargo. Also, Spain has quite a large number of core seaports along its Mediterranean coast (7). The rest of the core seaports are located in Greece (4), France (1) and Slovenia (1).

Table 2. Total seaports' throughput and number of core seaports by EU region.

Region	EU countries included	Total seaports throughput [mln tonnes]	Share in total EU ports throughput	Number of core seaports*	Share of core seaports in total throughput of the seaports in the region
North West Continent region	North Sea part of Germany, the Netherlands, Belgium, North Sea part of France	1151.5	31.7%	13	89.7%
Mediterranean Sea region	Greece, Slovenia, Italy, Malta, Cyprus, Mediterranean part of France, Mediterranean part of Spain,	1023.9	28.2%	24	58.4%
Baltic Sea region	Baltic Sea part of Germany, Poland, Latvia, Lithuania, Estonia, Finland, Denmark, Sweden	629.4	17.3%	18	57.8%
UK&Ireland	UK and Ireland	557.0	15.3%	17	64.0%
Atlantic Ocean region	Atlantic part of France, Atlantic part of Spain, Portugal	208.3	5.8%	9	79.3%
Black Sea region	Bulgaria, Romania	61.0	1.7%	2	70.8%
Total	**All**	**3631.1**	**100%**	**83**	**70.5%**

* group of seaports under a single port authority are treated as one seaport.

Along the UK and Irish coast 17 seaports/group of seaports are included in the TEN-T core network (3 in Ireland and 14 in the UK). All of these seaports are responsible for 64% of the cargo handled in UK and Irish seaports. In the North West Continent region which covers the North Sea part of Germany, the Netherlands, Belgium, the North Sea part of France, core seaports are distributed quite equally. Each country has 3 to 4 core seaports/group of seaports. All of these seaports together account for almost 90% of the total throughput of seaports in this region. Along the EU Atlantic coast 9 seaports are included in the TEN-T core network (4 in Spain, 3 in Portugal, 2 in France). These ports handle approximately 79% of the cargo passing through EU Atlantic seaports.

Figure 3. Distribution of core seaports (including inland ports).

Source: http://ec.europa.eu/transport/infrastructure/doc/com(2011)_650_final_2_annex_i_part02.pdf

Generally, 21 Baltic seaports are included in the TEN-T core network: 4 Danish ports (Aarhus, Copenhagen), 2 German ports (Lübeck, Rostock), 1 Estonian port (Tallinn), 2 Latvian ports (Riga, Ventspils), 1 Lithuanian port (Klaipėda), 4 Polish ports (Gdańsk, Gdynia, Szczecin -Świnoujście), 4 Finnish (Helsinki, Turku, KotkaHamina), 5 Swedish ports (Gothenburg, Luleå, Malmö, Stockholm, Trelleborg). However, among these ports, there are three pairs of ports which are under a single

port authority: Copenhagen-Malmö in Sweden/Denmark, KotkaHamina in Finland, and Szczecin-Świnoujście in Poland. These ports are a threat as one port and the number of Baltic core ports is specified as 18.

Baltic seaports included in the TEN-T core network are the biggest Baltic seaports with the densest liner service (container, ro-ro and ferry). Almost all Baltic core ports are classified in the Top 25 Baltic seaports list. Only Turku is not included in this list. However, some EU Baltic seaports from the Top 25 are not selected as core ports. These are: Brofjorden and Sköldvik (which only handle liquid cargo) and Fredericia. All of the Baltic core ports are responsible for 57.8% of the total EU Baltic seaports turnover, and for about 45% of the total Baltic seaports throughput (incl. Russia).

Table 3. Core seaports within the BSR

	Port	Rank in 2010 Top 25 Baltic seaports list	Total turnover [mln tonnes]	General cargo[mln tonnes]	Dry bulk [mln tonnes]	Liquid bulk [mln tonnes]
1	Gothenburg	3	43.8	21.2	0	22.7
2	Tallinn	4	36.6	5.4	5.5	25.7
3	Klaipėda	5	31.3	9.7	11.8	9.8
4	Riga	6	30.5	6.5	17.4	6.6
5	Gdańsk	7	27.2	6.1	6.6	14.4
6	Lübeck	8	26.7	26.7	0	0
7	Rostock	9	25.3	13.7	7	4.6
8	Ventspils	10	24.8	2	8.7	14.1
9	Szczecin - Świnoujście	12	20.8	8.5	11.3	1
10	KotkaHamina	14	15.8	11.8	1	3
11	Copenhagen-Malmö	15	14.8	5.3	2.7	6.8
12	Gdynia	16	14.7	8.2	5.6	0.9
13	Helsinki	20	10.9	9.6	0.9	0.4
14	Trelleborg	21	10.8	10.6	0.1	0.1
15	Aarhus	22	9.4	5.6	2.2	1.6
16	Luleå	23	9.3	0.3	8.5	0.5
17	Stockholm	25	8.4	7	0.8	0.6
18	Turku	Not classified	2.9	2.6	0	0.3
Total			**364.0**	**364**	**160.8**	**72.7**

Source: *Baltic Maritime Ranking 2011*, M. Błuś, *Baltic Transport Journal 4/2011*

ESPO in its statement concerning the new TEN-T proposal, finds the proposed core network of seaports reasonably balanced. Nevertheless, some countries have doubts concerning the inclusion/absence of some ports and the fact that some ports appear as clusters and some do not. Therefore, it emphasizes that the selection criteria and methodology used should become an integral part of the TEN-T guidelines. Additionally, ESPO proposes that ports included under the present TEN-T criteria remain a full part of the comprehensive network.

The Swedish port statement concerning the new TEN-T proposal is rather positive (according to the opinion of the Swedish Port Association presented during the seminar). It has been pointed out that 52 public ports in Sweden are considered too many and it is believed that the TEN-T proposal will contribute to help the national priorities. Additionally, it has been mentioned that Denmark has 105 ports, all funded by national budgets and there is also a need for prioritising.

Representative from Port of Trelleborg highlighted some other issues. It has been noticed that Trelleborg is a core port, however, it is not a part of the corridor. This issue doesn't just concern Trelleborg, within the BSR there are other core ports that are not included in the corridors, for example: Szczecin-Świnoujście, Riga, and Klaipėda. Furthermore, the problem is that it is unclear what criteria have been used for corridors selection, and on what basis it was decided where corridors should go. That's why core ports which are not in corridors may have doubts as to their status in the TEN-T network.

During the seminar it was pointed out that the Mediterranean area seems to be in a better position than the BSR. Within the Mediterranean Sea region there are more core seaports than in the BSR. Therefore, this region with its many core network ports may have the possibility for a larger part of the EU funding. Comparing these two regions, it can be noticed that within the BSR there are approximately 110 seaports that handle at least 1 million tonnes of cargo, whilst within the Mediterranean Sea region there are about 80 such ports. However, Mediterranean seaports handle about 38% more cargo than Baltic seaports.

4.2. Marine dimension of the TEN-T

Maritime transport has a long tradition and plays a vital role in the BSR. The western, eastern, northern and southern parts of the BSR are separated by the Baltic Sea; maritime transport is essential to facilitate trade exchange and travelling between BSR countries. Furthermore, a number of islands within the BSR are integrated only by sea or air connections. Hence, the connections across the Baltic Sea form a backbone for ensuring connectivity between the different parts of the macro-region.

The marine dimension of the TEN-T network is represented by the Motorways of the Sea. The concept of MoS was defined the first time in the *White Paper. European transport policy for 2010: time to decide* and in 2004 the concept of motorways of the sea was included in the TEN-T Guidelines.

The Motorways of the sea concept intends to concentrate flows of freight between Member States on viable, regular, frequent, high-quality and reliable sea transport services that are integrated in door-to-door logistics chains. The aim is to improve existing maritime links or to establish new ones for the transport of goods between Member States so as to reduce road congestion and/or improve access to peripheral and island regions and States. The Motorways of the sea concept does not exclude the combined transport of persons and goods, provided that freight is predominant. Motorways of the sea should be seen as the 'floating infrastructure' that links selected ports in different Member States.

It is believed that introducing the Motorways of the seas concept will bring about many positive effects, such as: traffic shifts from the road to sea, reduction of road congestion, improvement of access to markets throughout Europe, development of intermodality, enhancement of cohesion between Member States.

Four corridors have been designated for MoS projects: Motorway of the Baltic Sea; Motorway of the sea of western Europe; Motorway of the Sea of southeast Europe (eastern Mediterranean and Black sea) and Motorway of the sea of southwest Europe (western Mediterranean). Currently, MoS has 12 ongoing projects, of which three are in the BSR : Klaipėda-Karlshamn Link, High Quality Rail and Intermodal Nordic Corridor Königslinie (upgrading the existing rail ferry link between the ports of Trelleborg (Sweden) and Sassnitz (Germany), and Gdynia-Karlskrona Link.

The new TEN-T proposal indicates what form MoS should take according to the new dual-layer approach. Motorways of the Sea shall consist of short-sea routes, ports, port equipment and facilities, information and communication technologies (ICT) such as electronic logistics management systems, safety and security and administrative and customs procedures in at least one Member State; maritime and land infrastructure for direct sea and land access. MoS should connect at least two ports, in at least two different Member States. Motorways of the Sea shall take one of the following forms:[4]

- constitute a maritime component of a core network corridor
- constitute the maritime component between two core network corridors
- constitute a maritime link and its hinterland connections within the core network between two or more core network ports;
- constitute a maritime link and its hinterland connections between a core network port and ports of the comprehensive network

Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as: activities for improving environmental performance, alternative fuelling facilities for ships (e.g. LNG bunkering), dredging of berths and canals to keep navigation, activities ensuring safety of navigation, ICT platforms and information systems, optimisation of processes, procedures and the human element.

[4] *Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network*, COM/2011/0650 final/2 - 2011/0294 (COD), Brussels, 2011

However, ESPO has highlighted that the TEN-T guidelines remain rather vague on the position of Motorways of the Sea and that no review of the MoS in the TEN-T has been made. ESPO believes MoS should be integrated as the maritime section of the core network. MoS should be seen not only as port-to-port connections but primarily as services connecting hinterlands. MoS shall connect ports that have been identified as the main nodes of the core network and be a continuation of land-borne links across the sea. This is of particular importance for insular Member States, which should be connected with the continental part of the Union by appropriate MoS links. Additionally, specific attention should be paid to connections with ports in countries neighbouring the EU, it could also be considered if MoS within the same Member State should be possible. It has also been indicated by TransBaltic that the TEN-T corridors end at the ports and have no drawn extensions as MoS. As maritime transport is very important for trade exchange and travelling between BSR countries, MoS should constitute an extension of TEN-T corridors.

During the debate it was also indicated that trade exchange between the UK and Denmark is realized exclusively by means of maritime transport. However, the important British-Danish maritime corridor is missing in the TEN-T since the 10 core corridors are based mainly on land connections.

4.3. Green corridors concept versus the TEN-T proposal

Green corridor concept

"Green corridors" is a concept that was introduced in 2007 as an action of the "Freight Transport Logistics Action Plan" of the European Commission EU. The concept introduces a corridor approach in developing integrated, efficient, safe and environmentally-friendly transportation of freight. The green corridors concept assumes a concentration of national and international freight traffic on relatively long transport routes, optimal utilisation of all transport modes (co-modality) and implementation of sustainable logistics solutions with documented reductions of environmental and climate impact, high safety, high quality and strong efficiency. Green transport corridors will be equipped with efficient and strategically placed transhipment points (such as: seaports, inland ports, terminals) and with supply points initially for bio-fuels and, later, for other forms of green propulsion. Moreover, characteristics of a green corridor also include such elements as: harmonised rules and open access for all interested users, implementation of innovative technologies (e.g. to manage and control the traffic). Generally, the aim of green corridors is to deliver transport solutions that are more economically, ecologically, and socially viable than other (non-green) corridors.

In January 2010 the EU launched a new project entitled "Supporting EU's Freight Transport Logistics Action Plan on Green Corridors Issues" (abbreviated name "SuperGreen").
SuperGreen aims at assisting the Commission in defining the 'Green Corridor' concept and promotes the development of European freight logistics in an environmentally-friendly manner. The 3-year project is supported by the European Commission (DG-TREN) in the context of the 7th Framework

Programme. The project involves 22 partners from 13 European countries. They include transport, logistics and infrastructure operators, shippers, environmental organisations and authorities responsible for social and spatial planning, consultants, academia and R&D institutions.

The aim of SuperGreen defined as delivering policy recommendations at a European level for the further development of Green Corridors is realized through: benchmarking of Green Corridors based on selected parameters (KPIs) covering all aspects related to transport operations and infrastructure (energy consumption and emissions, external costs and internal costs); networking activities between stakeholders to facilitate information exchange, dissemination of research results and communication of best practices and technologies. From the initial list of 60 potential corridors, 15 European corridors were pre-selected partly on the basis of the current TEN-T and logistics needs of the project's industrial partners. The pre-selection of corridors was made according to the criteria such as transport volumes, average length of transport chains (share of long distance transport), existing transport infrastructure, types of transported goods, multimodality, effects on environment, etc. At the end, nine corridors with the greatest "greening potential" were selected for benchmarking and further analysis in the project. Corridor benchmarks have been created on the basis of the six most important Key Performance Indicators: CO_2, SOx, Relative Transport Costs, Transport Time, Frequency and Reliability.

The figure below shows the TEN-T core network (in black) and selected SuperGreen corridors (in green). The figure presents land-based and inland waterway corridors only. It can be noticed that the overlap that exists between the core network and the SuperGreen corridors is considerable, given the fact that the procedure for selecting the SuperGreen corridors in 2010 was quite different from the one followed for the establishment of the TEN-T core network in 2011.

Figure 4: Overlap between the TEN-T core network (in black) and SuperGreen corridors (in green).

Source: http://www.supergreenproject.eu/ewsgijon2012.html

Green corridors and core network corridors - similarities and dissimilarities

Important from the green corridor development perspective is the fact that the corridor approach is seen as a basic tool for core network implementation. It has to be mentioned that Green Corridors are not a parallel or competing set of transport corridors but rather mark a holistic approach to the European transport policy. Transport in key European transport corridors could be both "green" (optimised in terms of energy use and emissions), and "efficient" (characterized by reliability, limited congestion and low operating and administrative costs).

Both TEN-T core network corridors and green corridors have a transnational dimension. Furthermore, the green corridors concept and new the TEN-T proposal present a cross-cutting approach, which means that apart from transnational flow volumes many other issues are taken into consideration, such as: economic, social and territorial cohesion, spatial planning, environmental and climate change objectives as well as connections to important nodes and neighbouring countries.

A different approach is presented in designation of green network and core network corridors. Core network corridors are characterized by their top-down approach while green corridors by their bottom-up approach. The Commission proposes an arbitrary designation of ten core network corridors throughout Europe based on the principle that each Member States should participate in at least one core network corridor and each corridor should cover at least three Member States. Additionally, core network corridors should connect large cities and markets. In developing the green corridors concept a strong role will be played by the private sector. In the case of green corridors, it is emphasized that corridors should follow supply chains and include connections that build a functional network.

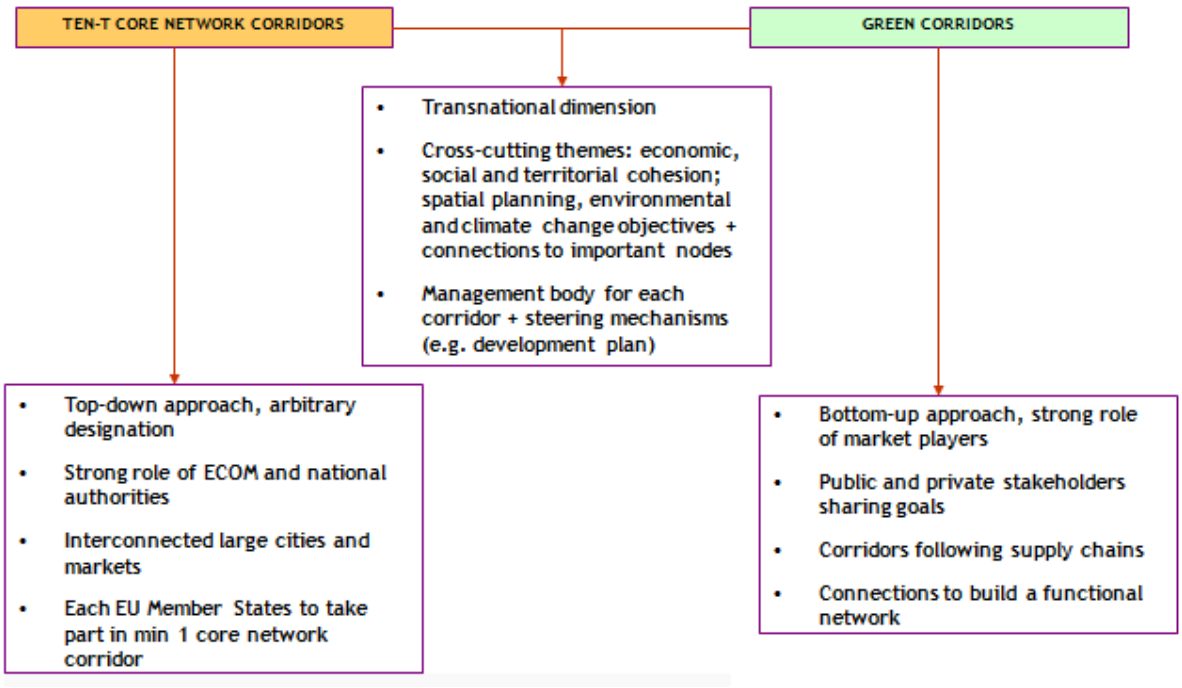

Figure 5. Similarities and dissimilarities of the Green Corridors and the TEN-T core network

Source: *Green corridor concept and the TEN-T policy*, Wiktor Szydarowski, Project presentation at the BPO debate on the TEN-T, Sorø, Denmark, 19 January 2012

The BSR and Green Corridors

After being integrated in transport strategies on an EU level, the green corridor concept was applied to the Baltic Sea region as part of an action plan for the EU Strategy for the Baltic Sea region. Various national and transnational EU-funded projects in the BSR have been set up to refine and implement the concept of green corridors.

Within the BSR three transport-related projects (East West Transport Corridor II, Scandria and TransBaltic) co-funded by the Baltic Sea Region Programme 2007-2013 are considered as important ones for the implementation of the Green Corridor concept in the BSR. Each project covers a

different area within the BSR and highlights the development of Green Corridors. The aim of the EWTC II is to develop and work towards efficient, safe and environmentally-friendly handling of the increasing amount of goods going east-west in the south Baltic region. The EWTC II corridor links Denmark, Sweden, Lithuania and Russia in a network. The corridor runs from Esbjerg in the western part of Denmark across the Great Belt bridge, via Køge and further on to Karlshamn in Sweden, and from here on, via the Baltic Sea to Klaipėda in Lithuania and further on to Moscow. The main aim of Scandria is to develop a green and innovative transport corridor as well as to promote a new European economic core area. The Scandria corridor covers the area from the south-western part of Norway and south-eastern part of Finland via Sweden (Region Halland and Region Skåne) and further on via Zealand to Berlin/Brandenburg in Germany. TransBaltic has its focus on improving the transport system around the Baltic Sea and integrates partners from Norway, Sweden, Denmark, Germany, Poland, the Baltic States and Finland.

In 2009 these three projects signed a letter of understanding and declared their willingness to cooperate in the field of testing and verification of the green corridor concept. EWTC II provides the green corridor manual with guidelines, key performance indicators and steering mechanisms for more environmentally-friendly transport facilities and services. Scandria should serve as a testing ground for feasibility studies of developed green corridor measures. TransBaltic, as an umbrella project for the corridor projects across the Baltic Sea region, will generalise findings and results of the EWTC II and Scandria projects as well as own investigations on the green corridor concept at the pan-Baltic level as possible macro-regional solutions.

The Green Corridor Manual (Draft) compiled within the EWTC-project, apart from the Green Corridor definition, also presents short visions of the Green Corridors for year 2030 with an intermediary step in 2020, which is merged with the TEN-T core network. The Draft Vision for Green Corridors in the future was prepared on the basis of answers received to the question concerning this issue, which was put forward during an email survey and face-to-face interviews. Furthermore, discussions over the Vision for Green Corridors in the future held at a pre-workshop in Malmö on 9 March 2011 constitute additional input for drawing up the vision of green corridors in the future. According to this vision, in 2020 the green corridors will be an integral part of the TEN-T network in Europe, while a part of the core network of the TEN-T will be upgraded to green corridors. Many previous bottlenecks, missing links and barriers in the system will be eliminated. In 2020 a higher level of mobility will be achieved and Green Corridors will be moving towards being the priority. In 2030, Europe's main trade flows will be concentrated within a network of green corridors and the TEN-T networks will form the basis for the Green Corridors network. In 2030 standardized European regulations on the infrastructure, terminals and services of a Green Corridor will be established.

As can be noticed, the vision emphasises that in the future Green Corridors should be a part of the future TEN-T core network, reaching out to all parts of Europe. The Green Corridors are characterized by innovative technology, multimodal transport, environmentally-friendly, efficient and sustainable logistics solutions. Integrating the Green Corridor concept with the future TEN-T, which is an essential tool for transport policy to realize the environmental objective, could play an important role in reducing the overall negative effects of transport, as well as contribute to more efficient transport.

4.4. Vision of transport in 2030 in the BSR and the TEN-T proposal

Over the next 20 years transport within the Baltic Sea region is expected to grow significantly. The main factor of this is the economic development in BSR countries and the trade increase between the countries. The Baltic Sea region transport system should consist of appropriate infrastructure in order to offer the necessary capacity and to meet future transportation needs.

The forecast of transport demand and flows in the Baltic Sea region in 2030 is presented in the Baltic Transport Outlook 2030[5]. The BTO study completed in December 2011 was carried out within the framework of Priority Area 11 (Improve internal and external transport links) in the EU Strategy for the Baltic Sea region. The BTO study provides background information on the integration of the TEN-T priority projects in the general transport policy development in the BSR. The BTO2030 analysis covers the Baltic Sea macro region, which constitutes 10 countries. Four countries belong to the group of 15 "old" EU member states (Denmark, Finland, Germany and Sweden), another four countries belong to the Group of 10 "new" EU member states (Estonia, Latvia, Lithuania and Poland). Additionally, the analysis also covers Norway which belongs to the European Economic Area (EEA), and Russia as a "third country".

Vision of maritime transport in 2030

According to the BTO forecast, total cargo throughput of the seaports in the Baltic Sea region will increase by 30% (228 million tonnes) from 2010 to 2030. Is it estimated that the most significant growth will be observed in the container segment. The negative tendency will be observed for liquid bulks. According to the BTO forecast, the liquid bulk volume will decrease by 7%.

The cargo volume handled in Baltic Sea region ports is estimated to increase from 757.1 million tonnes in 2010 to 984.8 million tonnes in 2030, which means that 228 million of additional cargo will be handled by Baltic region seaports in 2030 compared to 2010. The greatest share of this additional cargo (72 million tonnes) will be handled by Russian Baltic ports. Russian Baltic ports will be followed by Swedish ports with an increase of 47.0 million tonnes. Ports on the eastern shore of the BSR (Finnish ports, Russian ports, Estonian ports, Latvian ports and Lithuanian ports) will account for 53% (121 million tonnes) of the total increase. In terms of the cargo throughput growth rate, the leading country will be Poland. It is expected that in 2030 the cargo volume handled in Polish ports will increase by almost 50%

in comparison with 2010. A significant percentage volume change in the period 2010-2030 will be also observed for Russian Baltic ports (42%). The lowest growth rate will be observed in Estonian ports (approximately 4%).

[5] Baltic Transport Outlook 2030 is an EU-funded project and a strategic priority within the Baltic Sea Strategy that was adopted by the European Council in October 2009. The overall aim of the project is to achieve better prerequisites for national long term infrastructure planning in the Baltic Sea region to make the region more accessible and competitive. The core of the project is a study which maps the transport infrastructure and the flow of goods and passengers – between the countries in the region and between the region and other areas. Scenarios are presented for developments until 2030.

Table 4. Total volume development by country 2010-2030 (international cargoes only)

Country	Volume 2010 [mln tonnes]	Volume 2030 [mln tonnes]	Volume change 2010-2030 [mln tonnes]	Volume change 2010-2030 [%]
Denmark	69.6	86.4	16.8	24.2
Estonia	37.1	38.7	1.6	4.4
Finland	98.4	125.3	26.9	27.4
Germany (Baltic ports)	56.0	68.1	12.1	21.6
Latvia	61.5	75.4	13.8	22.5
Lithuania	37.9	44.7	6.8	17.9
Poland	48.8	73.1	24.3	49.9
Southern Norway	21.5	27.5	6.0	27.9
Russia (Baltic ports)	171.6	243.8	72.2	42.0
Sweden	154.8	201.8	47.0	30.4
Total	**757.1**	**984.8**	**227.7**	**30.1**

Source: Baltic Transport Outlook 2030

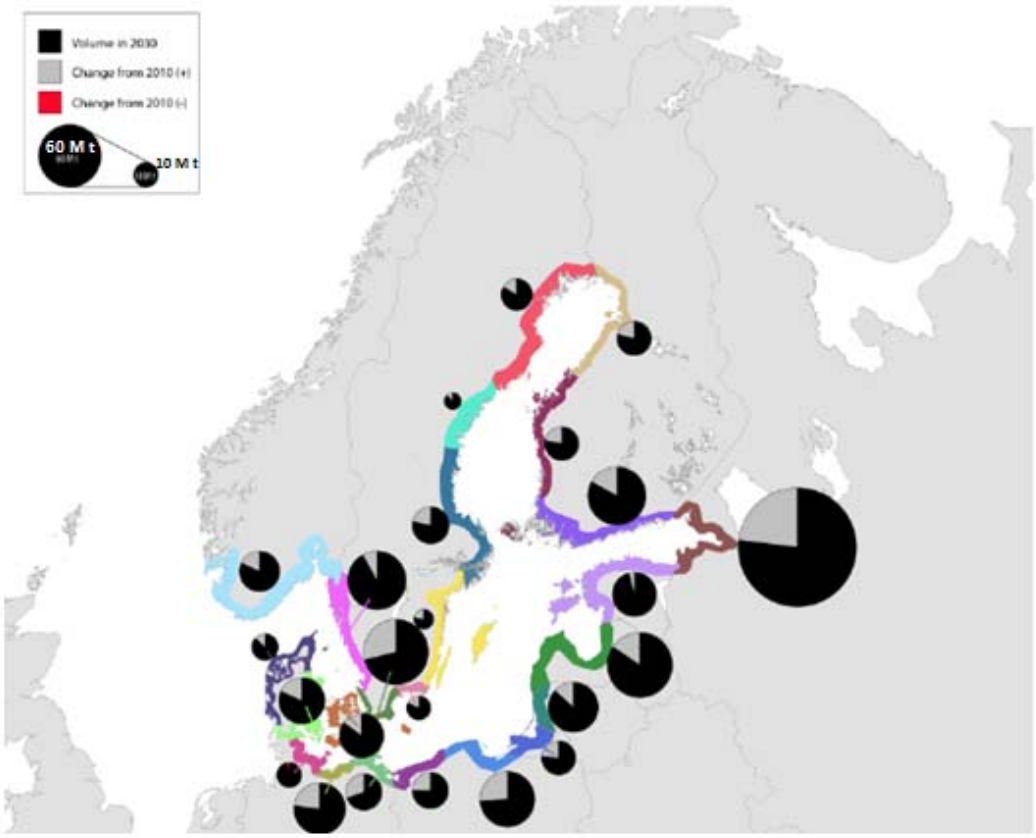

Figure 6. Freight forecast for 24 BSR coastal regions

Source: Baltic Transport Outlook 2030

Figure 6 presents the freight forecast for 24 coastal regions identified in the BTO analysis. It shows the estimated volume handled in ports in particular regions in 2030 and the change from 2010. It can be indicated that among the 24 indicated regions, in 2030 the Leningrad oblast in Russia will handle the largest volume of cargo and simultaneously will be the region with the highest increase in cargo throughput (+66 million tonnes in comparison with 2010). The largest increase is expected for Skåne region in southern Sweden (25 million tonnes). Regions with an increase between 10 and 20 million tonnes include the Gdańsk-Gdynia range, the Kurzeme-Riga region and southern Finland (Uusimaa region). In other regions cargo volume handled in ports is expected to grow by 1-9 million tonnes.

Vision of land transport in 2030

The BTO report indicates that international car transport is expected to grow by more than 20%, while international road freight transport is estimated to increase by 70%. In the case of rail transport, significant growth will be observed in the international passenger transport sector (+120%) and in the freight transport sector; the increase will be more than 40%.

It is expected that the highest long distance and international land transport volumes in 2030 will concentrate on the main routes in the highest populated areas, i.e. on the same routes where volumes are high in the current situation. However, it is assumed that some major infrastructure projects, e.g. Fehmarn belt, development of new Russian ports, will cause some reallocation of transport flows. Traffic volumes for road transport will increase particularly around urban areas, on routes to and from the largest cities as well as on links connecting metropolitan areas. Freight traffic volumes for rail transport will increase especially on the main links to and from the largest ports. Construction of the Bothnia railway in Sweden shows the rerouting of freight trains. Furthermore, an increase in traffic on the Fehmarn Belt fixed link between Denmark and Germany will be seen leading to a corresponding reduction in traffic through Denmark via the Great Belt link. A significant growth in rail freight traffic will be very visible in Poland.

TEN-T proposal and the BTO2030 Strategic Network

The BTO2030 study looks into all transport modes and indentifies existing transport infrastructures within the BSR as well as transport infrastructure gaps and suggests how to eliminate them. Taking into consideration the current transport infrastructure, cargo flows, an expected growth in both passenger and freight transport and increased trade between the Baltic Sea States, the EU and other countries as well as particulars of the Baltic Sea region. BTO2030 proposes to establish a Baltic Sea Macro-Region Strategic Network, which complements the EU core network proposed by the EU Commission. The BSR Strategic Network is developed to support the special transport needs of the Baltic Sea macro region which are not always the same as for the whole EU. It has to be mentioned that the BSR, apart from countries that are EU Member States, also contains part of Russia, which is a non-EU member; however, Russia is an integral part of the BSR. The Baltic States rely heavily on Russian transit traffic, also some Russian sea trade is moved in transit through Finland. That's why it is important to ensure effective land connections between these countries and Russia. The BSR Strategic Network methodology has been developed with an eye on the EU proposal for a two-tier trans-European network and therefore, the Strategic Network shares many similarities with the EU core network.

The expected TEN-T core networks will only cover a limited amount of the different networks in the BSR countries. BSR Strategic Networks shall of course correlate with the TEN-T core network but also form a necessary link between the important economic, social and territorial locations in BSR countries and the TEN-T core networks.

Selection of the links (road and rail network) and nodes (urban areas, seaports, airports, intermodal terminals) of the BSR Strategic Network was not only based on volume criteria. In the process of creating the BSR Strategic Network two aspects were taken into account: facilitating internal and external accessibility of the BSR and securing specific transport needs in the region. Among the selection criteria were: access to functional urban areas, integration of peripheral regions and islands, access to important raw materials and production sites, access to administrative and educational facilities, access to important gates for import and export, important transport hubs (nodes) for both passengers and freight, facilitating shift of transport modes.

The BTO Strategic Network includes TEN-T rail and road links as well as other links considered as strategic for the BSR, for example: road links along the western Finnish coast, several road and rail links in Poland both in north–south direction and east–west directions, main road and rail links in Norway and Russia and their connections with rail and road links in other countries of the region (see Figure 7). Strategic nodal points include 24 airports and over 50 seaports. Additionally, the Strategic Network includes 24 intermodal terminals as an important node for freight traffic. It is worth pointing out that intermodal terminals are not included in the TEN-T.
In the case of the strategic port network, a multi-criteria analysis was adopted to select the ports. The analysis was divided into four vital steps:

1. Volume-based selection – the largest ports were indentified in two cargo groups: bulk cargo and non-bulk cargo. The following volume criteria were applied: bulk cargo (both liquid and dry bulk) – minimum 9 million tonnes throughput per annum, either for liquid or dry bulks, non-bulk cargo (ro-ro, containers and other non-bulk cargoes) – minimum 1.5 million tonnes throughput per annum, either for containers or ro-ro and other non-bulk cargoes
2. A multi-criteria analysis which was based on location (position to the TEN-T), connectivity (international connections), size
3. Final assessment with additional economic data, such as ports with proven expansion plans within 5-10 years
4. Connectivity of the BSR Strategic Network to road and rail.

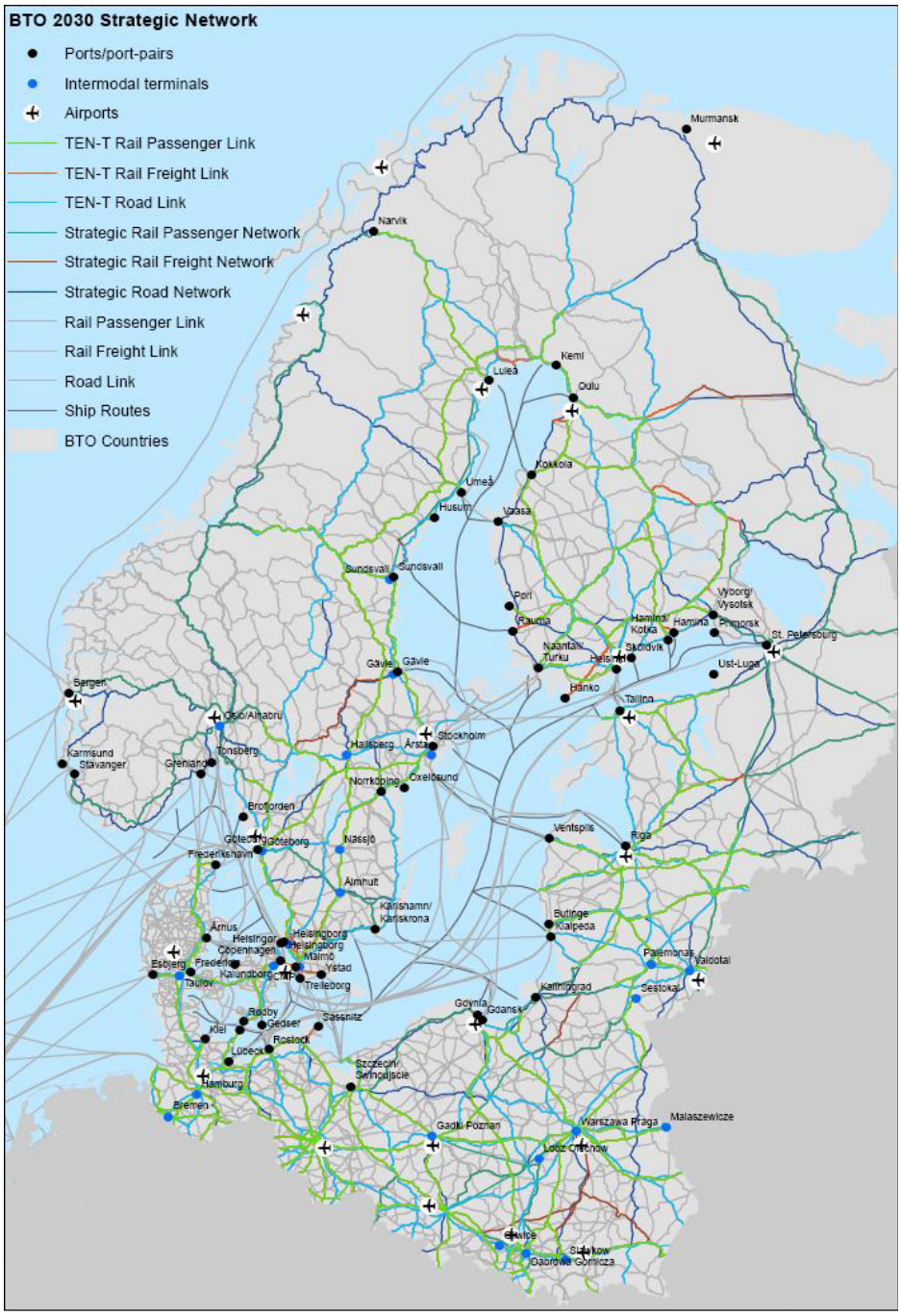

Figure 7. BTO2030 Strategic Network for the BSR

Source: Baltic Transport Outlook 2030

After selection, the final BTO Baltic Strategic Network includes 8/9 Danish ports, 1 Estonian port, 10 Finnish ports, 5 German ports, 2 Latvian ports, 2 Lithuanian ports, 6 Norwegian ports, 3 Polish ports, 5 Russian ports and 14/15 Swedish ports. The ports meeting the criteria to be considered as one port entity are Vysotsk-Vyborg in Russia, Copenhagen-Malmö in Sweden/Denmark, Turku-Naantali in Finland, KotkaHamina in Finland, Rauma-Pori in Finland, Szczecin-Świnoujście in Poland and Karlshamn-Karlskrona in Sweden. BTO Strategic ports include all TEN-T core ports and over 30 additional ports which were identified as important ones for the BSR. The majority of these 30 additional ports are included in the TEN-T comprehensive network.

6. Summary and conclusions

- Seaports are important generators of welfare, employment and development for their country and regions. Therefore, it is essential for the whole EU as well as, particularly for the BSR, that in the new TEN-T guidelines seaports have a prominent place in the TEN-T framework and their position as a multimodal gateway is reinforced.

- EU funding rates under CEF don't show the prominent role of ports in the TEN-T framework. Proposed funding rates may rather work against maritime transport. For example, rail and inland waterways cross-border sections can be co-financed up to 40% and only up to 20% is planned for investments in ports, whereas ports are inherently cross-border crossing points. Also, inland transport connections and MoS can be co-financed only up to 20%. Port investment and inland transport connections to ports, should equally be entitled to receive grants up to 40% of the eligible costs.

- 83 seaports/group of seaports included in the TEN-T core network handle approximately 70% of cargo passing through all EU seaports. The greatest number of core seaports (24) is concentrated within the Mediterranean Sea region. In other regions core seaports are distributed as follows: Baltic Sea region (18 seaports), UK&Ireland (17 seaports), North-West Continent (13), Atlantic Ocean region (9), Black Sea region (2).

- Baltic seaports included in the TEN-T core network are the biggest Baltic seaports with the densest liner service (container, ro-ro and ferry). Almost all Baltic core ports are classified in the Top 25 Baltic seaports list. Only Turku is not included in this list. All of the Baltic core ports are responsible for 58% of the total EU Baltic seaports turnover, and for about 45% of the total Baltic seaports throughput (incl. Russia).

- ESPO finds the proposed core network of seaports reasonably balanced. Nevertheless, some countries have doubts concerning the inclusion/absence of some ports and the fact that some ports appear as clusters and some do not.

- Some BSR seaports are core ports, however, they are not part of a corridor. These ports have doubts as to their status in the TEN-T network. The criteria for corridor selection should be known, and positions in the TEN-T network of core seaports not included in corridors should be clear.

- The Mediterranean area seems to be in a better position than the BSR. Within the Mediterranean Sea region there are more core seaports than in the BSR. Therefore, this region with its many core network ports may have the possibility for a larger part of the EU funding.

- The marine dimension of the trans-European transport network is represented by the Motorways of the sea. However, the new TEN-T guidelines remain rather vague on the position of the Motorways of the Sea and it seems that no review of the MoS in the TEN-T has been made. MoS should be seen not only as port-to-port connections but primarily as

services connecting hinterlands. MoS shall connect ports which have been identified as the main nodes of the core network and be a continuation of land-borne links across the sea.

- The important Danish-British maritime corridor is missing in the TEN-T since the 10 core corridors are based mainly on land connections.

- Currently, the TEN-T network doesn't include dry ports. However, the dry port concept should be discussed as a TEN-T policy component as such facilities serve as an extension of several main ports.

- The Green Corridors concept should be integrated with the new TEN-T network. The Green Corridors are characterized by innovative technology, multimodal transport, environmentally-friendly, efficient and sustainable logistics solutions. Integrating the Green Corridor Concept with the future TEN-T, which is an essential tool for transport policy to realize the environmental objective, could play an important role in reducing the overall negative effects of transport, as well as contribute to more efficient transport.

- Over the next 20 years transport within the Baltic Sea region is expected to grow significantly. The main factor of this is the economic development in BSR countries and the trade increase between the countries. The Baltic Sea region transport system should consist of appropriate infrastructure in order to offer the necessary capacity and to meet future transportation needs. The expected TEN-T core networks will only cover a limited amount of the different networks in BSR countries. Taking into consideration the current and future transportation needs BTO2030 indicates the BSR Strategic Network. BSR Strategic Networks shall of course correlate with the TEN-T core network but also form a necessary link between the important economic, social and territorial locations in BSR countries and the TEN-T core networks. The BTO Strategic Network includes TEN-T rail and road links and nodal points as well as other links and nodal points considered as strategic for the BSR.

- It has to be mentioned that the BSR, apart from countries that are EU Member States, also contains part of Russia, which is a non-EU member; however, Russia is an integral part of the BSR. The Baltic States are relying heavily on Russian transit traffic, also some Russian sea trade is moved in transit through Finland. From a BSR perspective, it is important to ensure effective land connections between these countries and Russia. The TEN-T doesn't include such a connection.

Annex

Port debate: Future transport infrastructure in EU – consequences for the ports in the Baltic Sea Region.

19 January 2012, 13.00-16.30
Organized by BPO and TransBaltic Project
Location:
Region Sjælland
Alleen 15
4180 Sorø

Moderator: Mr. Bogdan Ołdakowski, BPO Secretary General

12.00—13.30 LUNCH

INTRODUCTION SPEECHES:

:: Region Sjælland introduction
Mr. Henrik Kaalund-Jørgensen, Chefkonsulent

:: Short introduction to TransBaltic Project
Mr. Wiktor Szydarowski, Project Manager

:: New guidelines on the development of the Trans-European Transport Network and Connecting Europe Facility
Mr. Helmut Adelsberger, European Commission, Directorate General for Mobility and Transport

:: Role of ports in future core and comprehensive network
Mrs. Martina Fontanet, ESPO

PANEL DISCUSSION:

:: Danish Port Association:
Mr. Bjarne Løf Henriksen, International Affairs Manager

:: Department of Transport Policy and International Cooperation (The Ministry of Transport, Construction and Maritime Economy):
Mr. Adrian Mazur, Specialist

:: Association Ports of Sweden:
Mr. Mikael Castanius, Director Port Affairs

:: TransBaltic Project:
Mr. Wiktor Szydarowski, Project Manager