

Baltic Transport

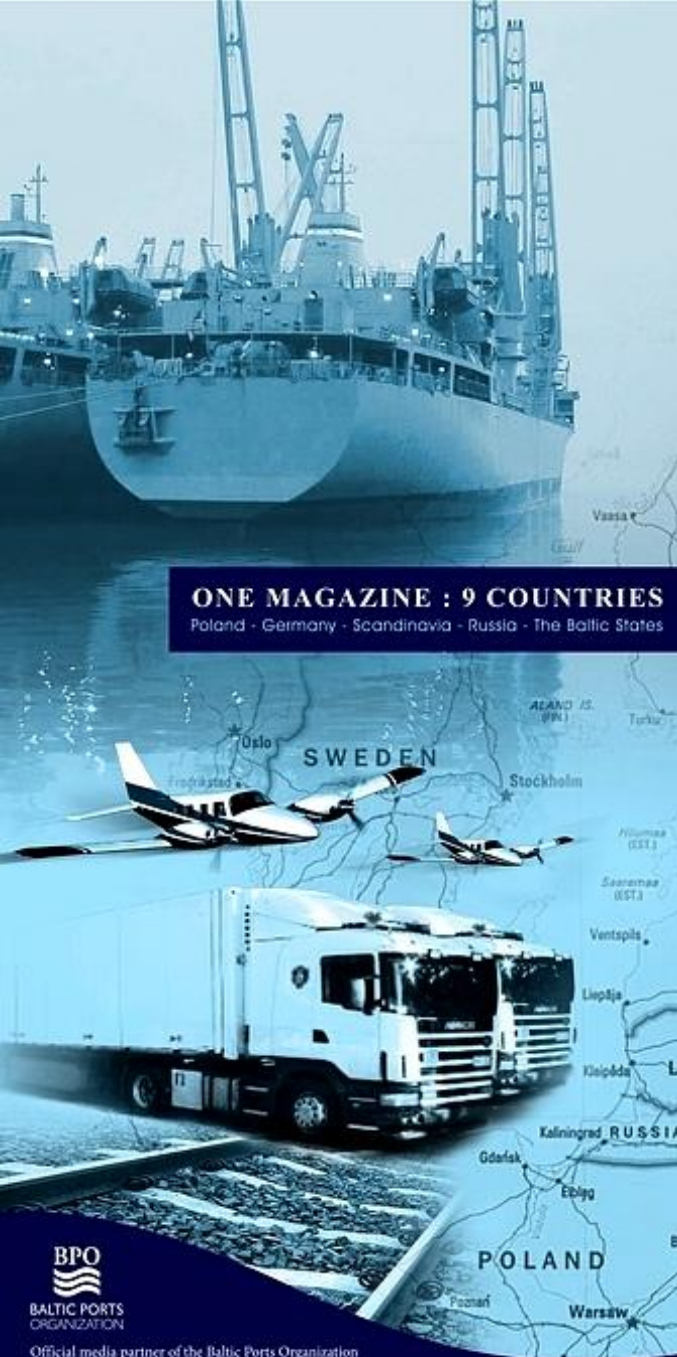
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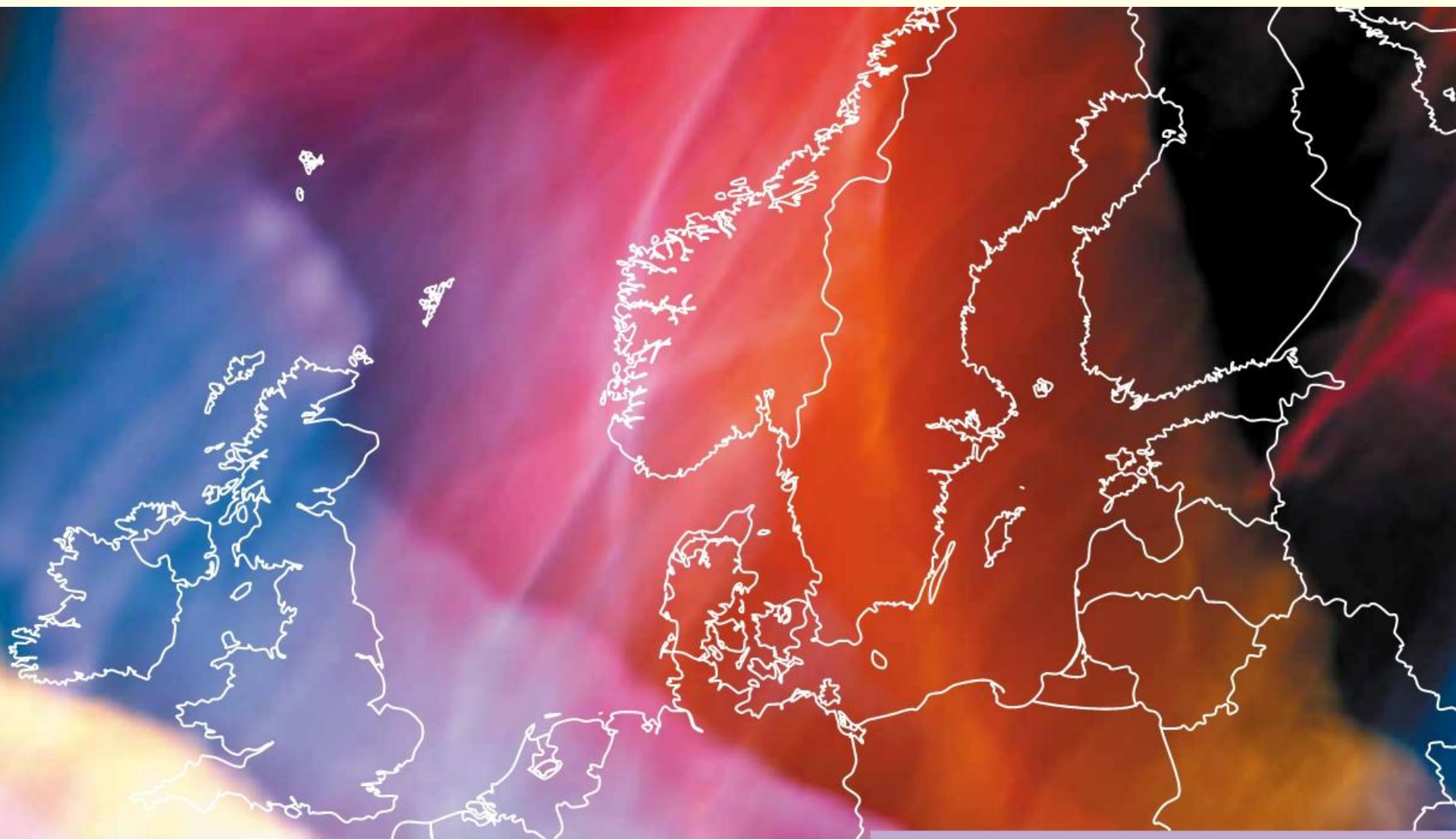
TransBaltic Testimony 2009-2011

Piotr Trusiewicz | Publishing Director | 04.09.2012

Baltic Transport Journal is:

- international transport magazine
circulation: 2,500 printed copies
distribution: subscribed all over Europe
(delivery by post)
- international e-mail newsletter
circulation: over 4,200 people in e-mail database
- topics: all aspects within the logistics chain:
maritime, rail, road, aviation, logistics
- focus: **Baltic Sea Region** (BSR) with its 9 countries
- *Poland, Germany, Denmark, Sweden, Finland, Russia, Estonia, Latvia & Lithuania*
- media partnerships: over 30 key European transport events annually (on average)
- official media partner of the **Baltic Ports Organization TransBaltic & EWTC II** (since 2009)





2009-2012 TESTIMONY

TransBaltic's 6 key policy messages:

1. **Apply a place-based approach to the transport policies**
2. **Create efficient interfaces between the national transport networks**
3. **Strengthen the role of the BSR as a transport gateway area**
4. **Pursue a network of green & efficient multimodal transport corridors**
5. **Establish sufficient multilevel governance mechanisms**
6. **Apply an incremental, need-based approach to infrastructure investments**

Message 1/6:

- Apply a place-based approach to the transport policies
- Apply an incremental, need-based approach to infrastructure investments

Ulf Sandevärn
Marketing Manager, Port of Karlshamn

Sweden has made selected corridors a priority where public investments are concentrated. Unfortunately, there are only a few signs showing a real understanding of the expected large growth in the east-west direction.



Paweł Szyndkaruk
Managing Director, Polsteam

Eco-measures in shipping are pointless if not implemented on a global scale. The same goes for selecting only a few areas to become more environmentally-friendly (like ECA zones), which simply forces shippers to seek for alternative routes.

Message 2:

- Create efficient interfaces between the national transport networks

Urszula Kowalczyk

Head of the Economics and Law Department, Maritime Institute in Gdańsk

The core TEN-T network builds up discrepancy between official EU policy and its practice. Officially the activities should lead to more job opportunities, better connectivity and accessibility of peripheral areas. In reality this is just the opposite.

Lassi Hilska

Leading Expert, Finnish Ministry of Transport & Communications

Having the status of a TEN-T core port will bring no additional traffic to the port. The services, prices and location generate the traffic, so all ports have the potential to reach such status in the future.



Message 3:

- Strengthen the role of the BSR as a transport gateway area

Anders Sjöblom

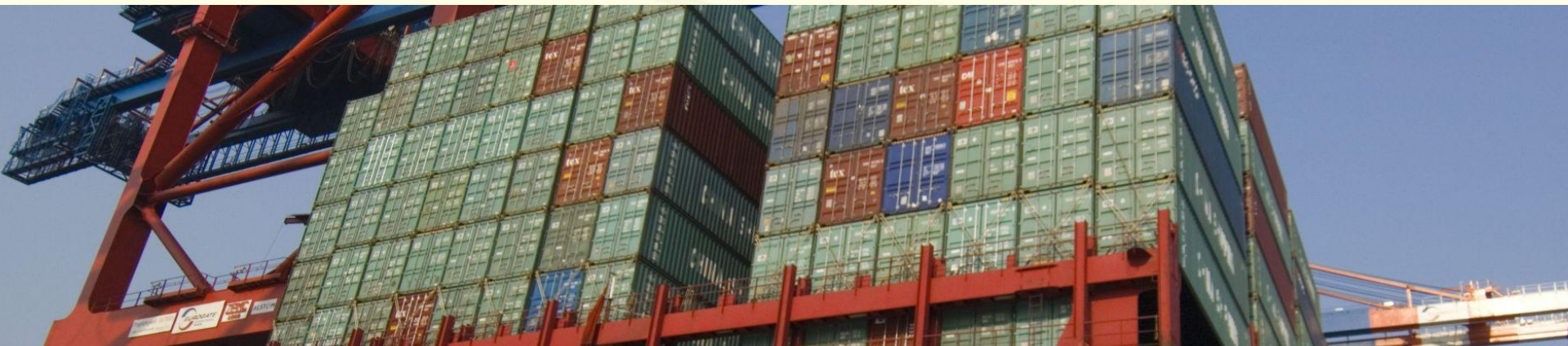
Head of Market Development, Port of Oskarshamn

The EU should use public support to minimize transport costs gaps, so that cargo can truly use the shortest way and the nearest port, and not to give money to specific hubs or ports.

Andrey Boldorev

Deputy Chief of Rosmorport's Development Department

Arctic route will decrease transit time twice, but only if essential infrastructure provides safe navigation and we have transshipment facilities of sufficient capacity there.



Message 4:

- Pursue a network of green & efficient multimodal transport corridors



Jarosław Siergiej
President, Ports of Szczecin and Świnoujście

“Motorways of the sea” should be called this name due their performance and not because they are subsidized by special EU funds. Still we don’t have any quantifiable set of parameters according to which we could name a sea connection a “motorway”.

Dr. Capt. Jan Pyś
Director of the Inland Navigation Office in Wrocław

The Baltic Sea is nicely suited for small vessels to sail further by rivers into the hinterland without the need of transshipping goods in ports at the estuaries. Combined sea-inland waterways transport should have a joint development strategy.

Message 5:

- Establish sufficient multilevel governance mechanisms**

Ingo Kuhlbrodt

TransBalticTask Leader: ma-co maritimes kompetenzcentrum

The human factor also means better working conditions, especially for the lower and middle qualified workers. This should play a bigger role when discussing green transport and green jobs.

Erik Ringmaa

Chief Commercial Officer at Port of Tallinn

The problem of empty containers cannot be solved by ICT solutions, but they can help decrease storage time. Any punitive measures would only increase the negative effect. This is not an issue where the state should enforce regulations.



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Thank you for your attention

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