



Towards an integrated transport system in the Baltic Sea Region

TransBaltic - to connect, inspire and show new horizons

Presentation at the TransBaltic
Final Conference, Paphos,
Cyprus, 4-5 September 2012



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



Wiktor Szydarowski
project manager

TransBaltic in brief



- **Strategic project** in the Baltic Sea Region Programme 2007-2013 led by Region Skåne (Sweden)
- **51** financial and associated organisations from **all BSR countries**
- Part of the **EU Baltic Sea Strategy** (Priority Area Transport)
- **Target:** sustainable multimodal transport system in the BSR
- **New knowledge:**
 - Vision of the system + green scenario
 - Network of green and efficient multimodal transport corridors
 - Impact of transcontinental flows (China, India, Central Asia, Russia)
 - Pilot business cases to green the corridors
 - Hard and soft measures to develop the system
- Final **outcome:** Macroregional Transport Action Plan



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TransBaltic partnership

20 formal partners from 9 countries

regional authorities

SE - Skåne, Västerbotten, Blekinge,
Västra Götaland

FI - Lahti

PL - Pomorskie, Warminsko-Mazurskie

DK - Sjaelland

NO - Vest Agder, Eastern Norway
County Network

specific partners

transport and logistics associations,
NGOs, universities and research
organisations

31 associated and supporting organisations

7 national transport ministries

Belarus, Estonia, Germany, Lithuania, Norway,
Poland, Sweden + Finnish Maritime Administration

9 organisations from Russia

Kaliningrad Region, City of St. Petersburg,
Arkhangelsk Region, North-West Association of the
Eleven Federal Subjects of the Russian Federation,
City of Baltijsk, 4 universities and research
organisations

7 macroregional networks

CPMR Baltic Sea Commission, CPMR North Sea
Commission, Baltic Sea States Subregional Co-
operation, Baltic Development Forum, Baltic Sea
Chambers of Commerce Association, Baltic Sea
Forum, Baltic Ports Organization

regions, regional networks, intermodal cooperation
networks, private businesses



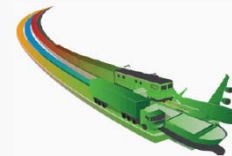
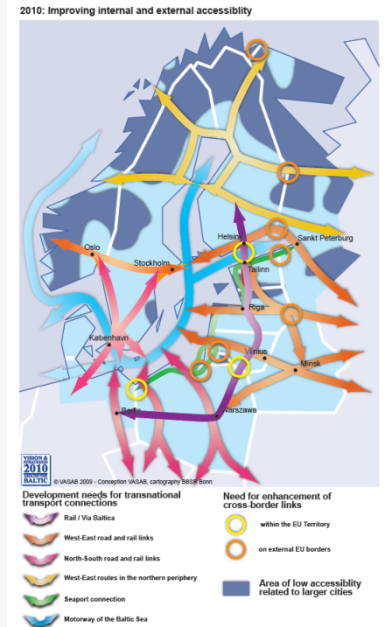
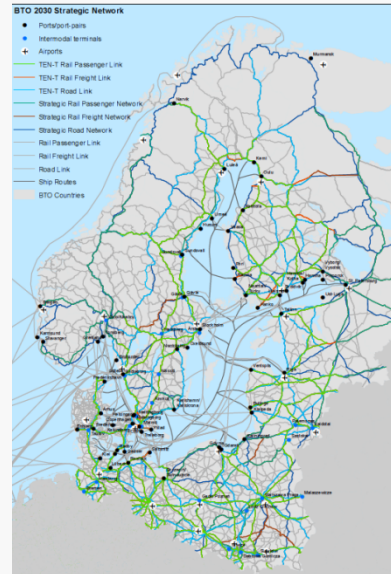
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A myriad of European, intergovernmental, pan-Baltic, interregional initiatives...



Baltic Development Forum

InterBaltic



CPMR
BALTIC SEA COMMISSION



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Baltic Sea Region
Programme 2007-2013



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TrãsBaltic

Previous efforts long forgotten?



- 25 partners from 4 countries
- regional authorities, national ministries & administration for transport, ports
- political umbrella of BEATA (Barents Euro-arctic Transport Area): transport ministries and DG TREN
- east-west transport infrastructure needs vs. traditional north-south domestic networks
- evaluation methods of cross-border transport projects
- regional networks (regional planning authorities)

- 5 metropolitan regions and municipalities
- Baltic Palette Co-ordination Network and permanent Joint Committee as an umbrella
- future global integration zone in focus
- metropolises as international gateways for their hinterlands
- common framework for intermodal transport infrastructure investments
- tools to support political and business decisions
- proposals for strategic actions in transport modes

- 38 partners from 7 countries
- regional authorities, ports, municipalities, national ministries & administration for transport,
- political support of the South Baltic Sea regions (joint political statements)
- gateway area serving both north-south and east-west flows
- comprehensive intermodal transport system
- port twinning arrangements
- indicators for transnational investments
- Baltic Gateway Quick Start Programme



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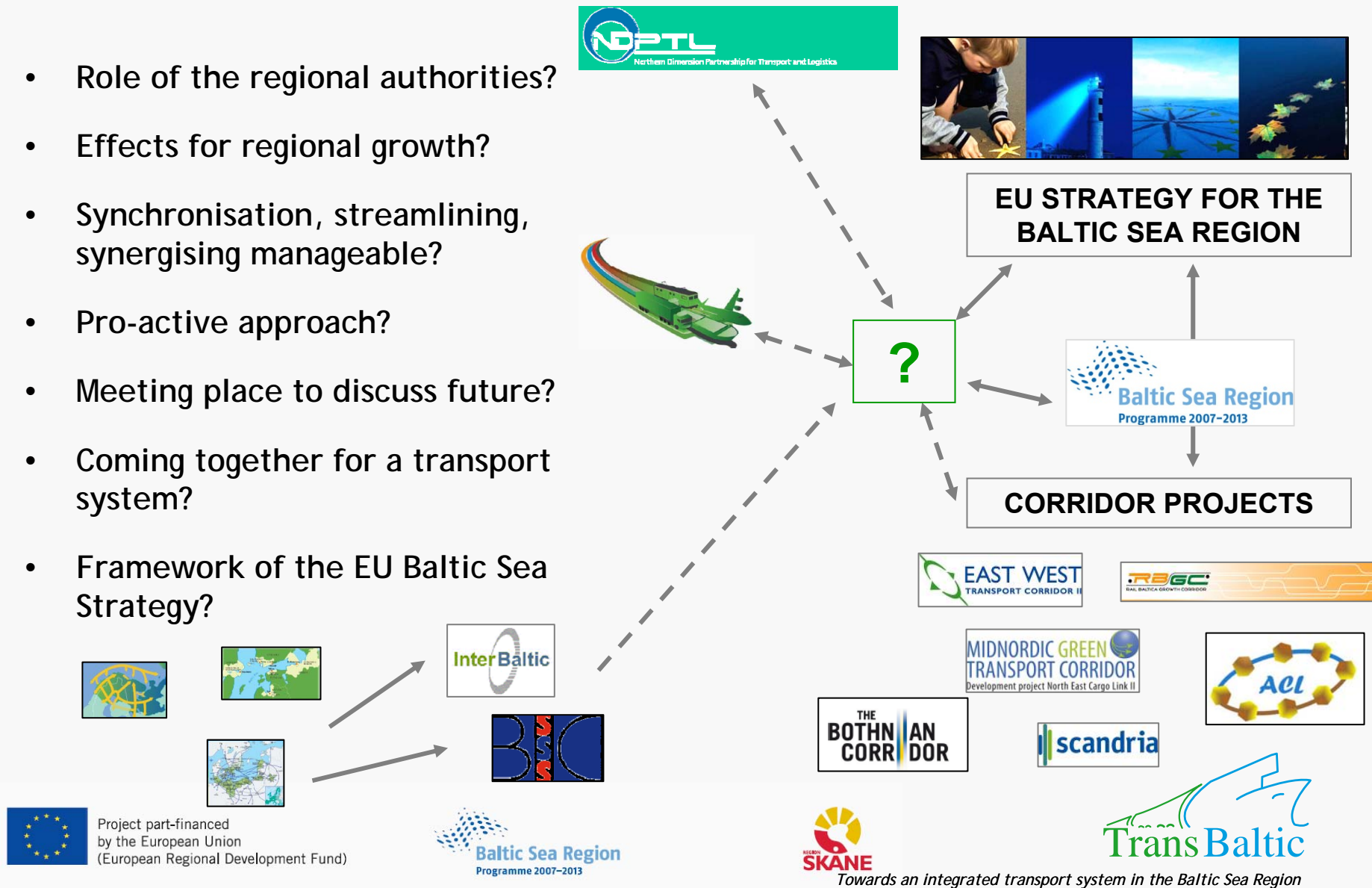


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Room for any new one?

- Role of the regional authorities?
- Effects for regional growth?
- Synchronisation, streamlining, synergising manageable?
- Pro-active approach?
- Meeting place to discuss future?
- Coming together for a transport system?
- Framework of the EU Baltic Sea Strategy?



The ambitions of TransBaltic...

Regional level support for developing an integrated multimodal transport system in the BSR

Scenarios on the future geography of freight flows

BSR-specific solutions for transport policies

- Challenges for Baltic ports
- Human capacity building in transport operations
- Transport sustainability and green corridors

Business concepts

- Dry port development
- Empty container management
- Deployment of ICT toolbox for planning of intermodal supply chains
- Competence management system in harbour logistics
- Rail transport solutions for North-South and East-West flows

Macroregional transport action plan
(BSR transport system coherent inside and accessible from outside)



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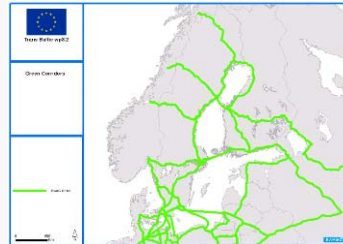


And the layout of activities

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 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 (regional level policy support for a sustainable multimodal transport system in the Baltic Sea Region)



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POSITIONING: TransBaltic vs. EU Baltic Sea Strategy

- **Regional level** contribution to transport harmonisation actions by the national governments
- **Foresight process** on the future geography of freight flows (2030 perspective) - ca. 160 stakeholders presenting views on the challenges for transport policies
- **Preparedness** measures for rising intercontinental flows (BSR as an efficient transport gateway area)
- Policy conclusions from **flow analyses** and **business cases**
- **External dimension** (Russia, Central Asia, China, India)
- Showcase to adjust **EU transport and cohesion policies**
 - **Territorial aspects** in the TEN-T policy (TEN-T network vs. green corridors vs. Motorways of the Sea)
 - **Verification** of EU transport and cohesion policy proposals in specific macroregional conditions
 - **New policy topics** needed based on tested business concepts



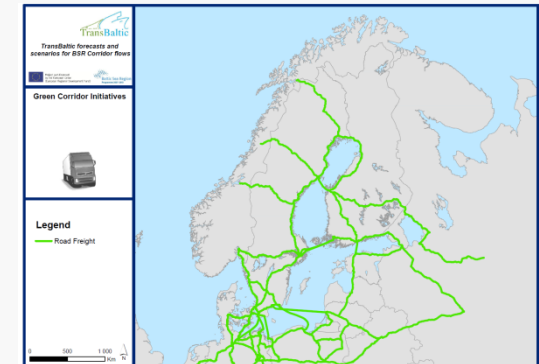
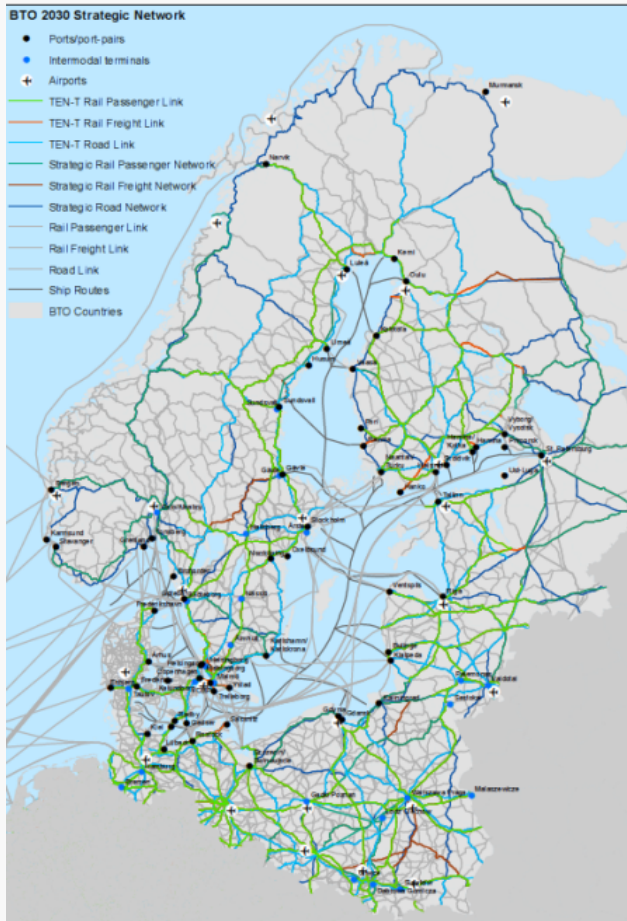
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POSITIONING: TransBaltic vs. other initiatives dealing with networks...



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Achieved delineation...



**BALTIC
TRANSPORT
OUTLOOK**



Transport ministries of the ND cooperation	EU transport ministries	Regions + partners
Area: Northern Dimension area (incl. BSR)	Area: The Baltic Sea Region	BSR + factor countries (Belarus, Ukraine, Central Asia, China, India)
Focus on transport infrastructure	Focus on transport infrastructure	Focus on transport infrastructure, logistics services, ICT and knowledge
Macroregional approach	Macroregional approach	Macroregional approach with subregional measures
Mainly internal connectivity + important external links	Mainly internal connectivity	Internal and external connectivity (transcontinental flows)
NDTLP Regional Network 2030 (major corridors as of today)	BSR Strategic Network 2030 (current + approved links)	BSR green network 2030 (strategic network + functional links)
Ports and large terminals	Ports and large terminals	Ports and large-medium terminals
3 scenarios + alternatives	1 scenario + alternatives	4 scenarios + alternatives



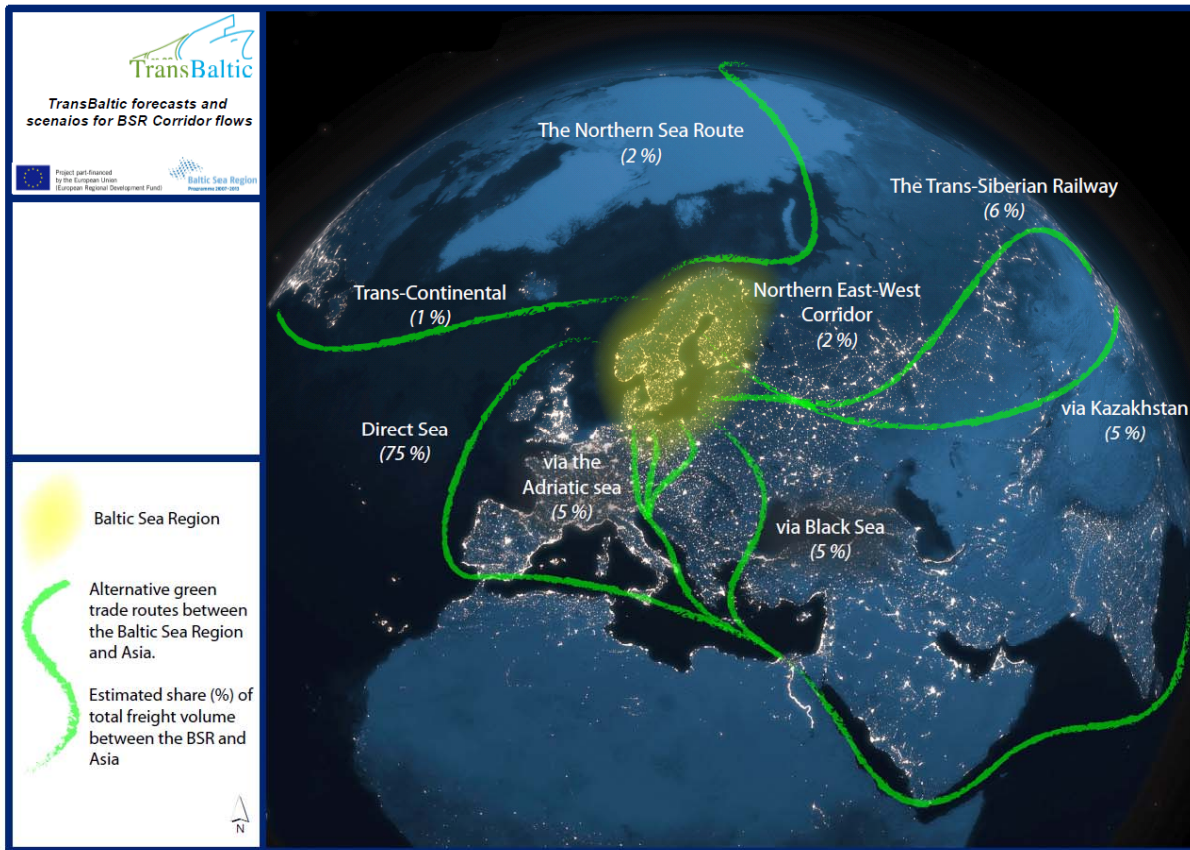
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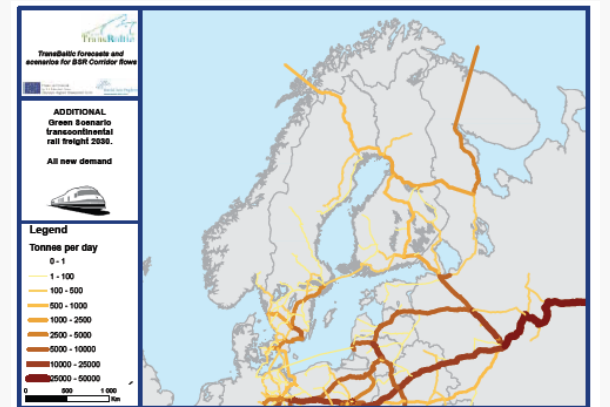
Complementing the Baltic Transport Outlook(1)...



ALTERNATIVE TRANSCONTINENTAL ROUTES ASIA-BSR AND MODELLED VOLUME SHARES



yielding additional pressure on some road, rail and short sea links



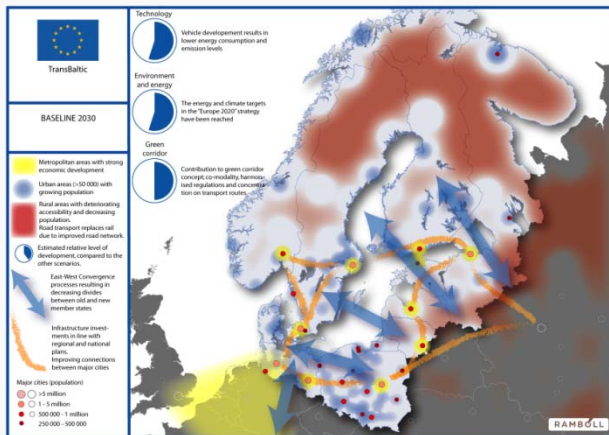
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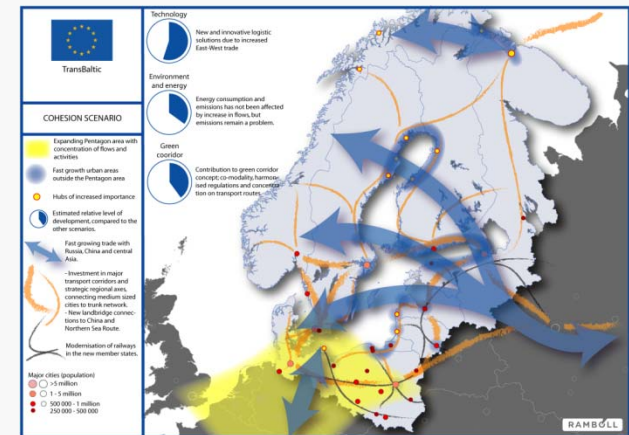
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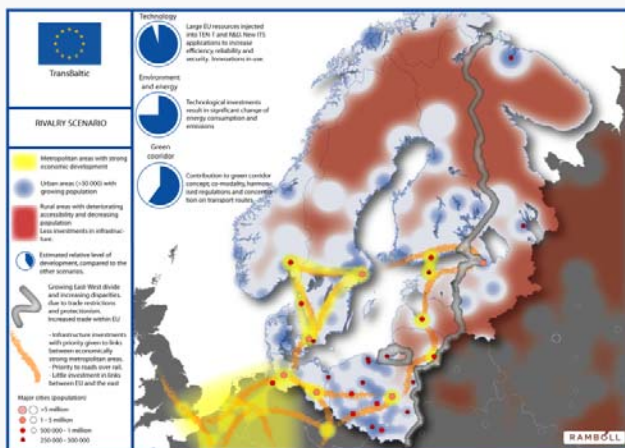
Complementing the Baltic Transport Outlook(2)...



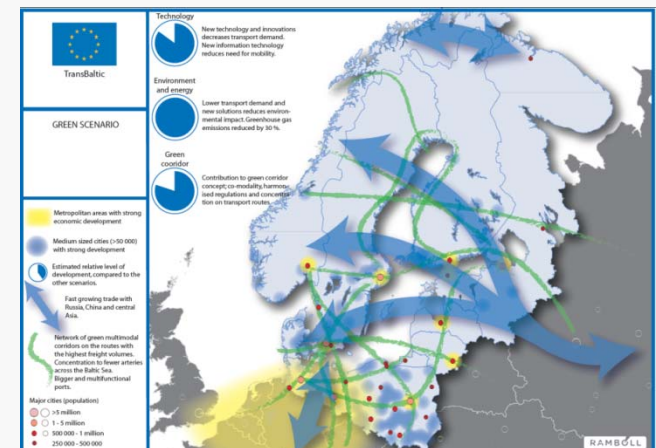
BASELINE



COHESION



RIVALRY



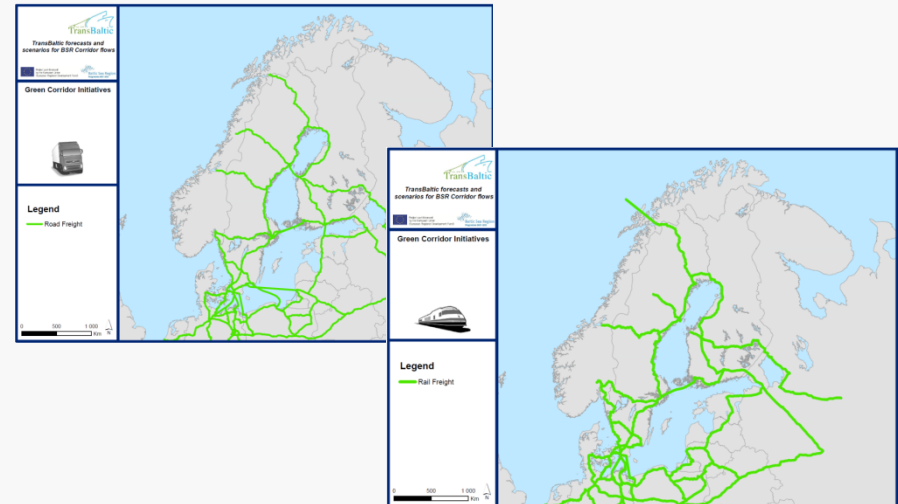
GREEN

TRANSPORT & ACCESSIBILITY TRAJECTORIES TILL 2030

Complementing the Baltic Transport Outlook(3)...

THE GREEN TRANSPORT NETWORK IN THE BSR
(links of interest for the Interreg transport projects in the BSR)

Changed speed/cost variables makes the corridors attractive!



- **Capturing volumes** from other parts of the network (extra 7% of road volumes and 14% of rail volumes)
- **Road and rail ferries** gaining much!
- **Investment dilemma**: where to place efficient intermodal terminals?

BUT
WHAT IF

IMO Alternative

Cost of traffic on the Baltic Sea ↗ 30%

Re-routed flows (N-S corridors gaining volumes):

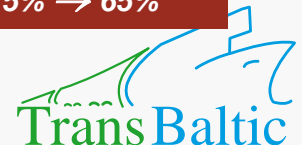
- *via Black Sea* 5 → 10%;
- *via the Adriatic Sea* 5 → 10%;
- *conventional sea route* 75% → 65%



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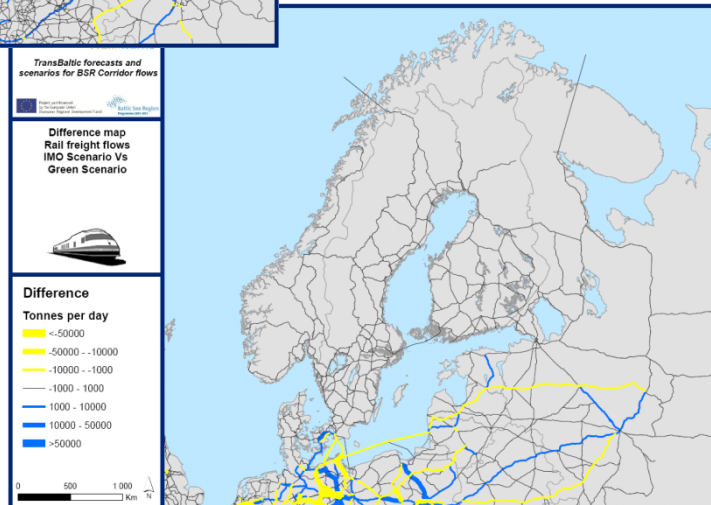
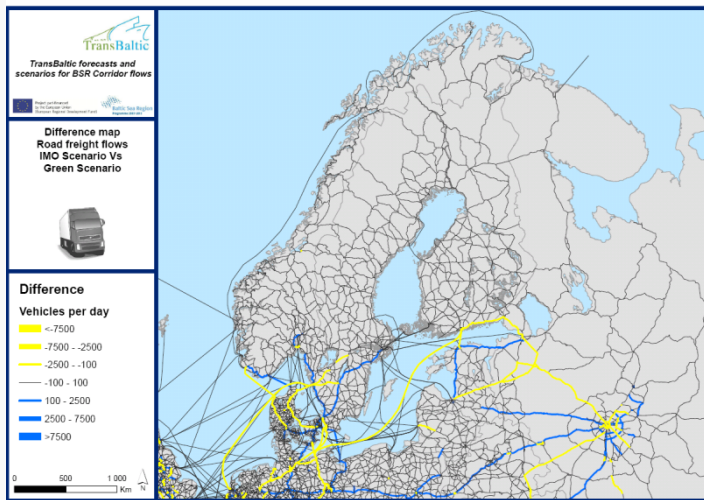


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Complementing the Baltic Transport Outlook(4)...

IMPACT OF THE IMO REGULATION ON GEOGRAPHY OF FLOWS



- Volumes on road ferries ↘ 14%, on rail ferries ↘ 50%
- Longer shipping routes in the BSR **losing volumes**
- **Pressure on roads** linking Moscow, St.Petersburg and Nordic capitals with western Europe
- Inflow of **northbound volumes** on road/rail corridors from the Med area



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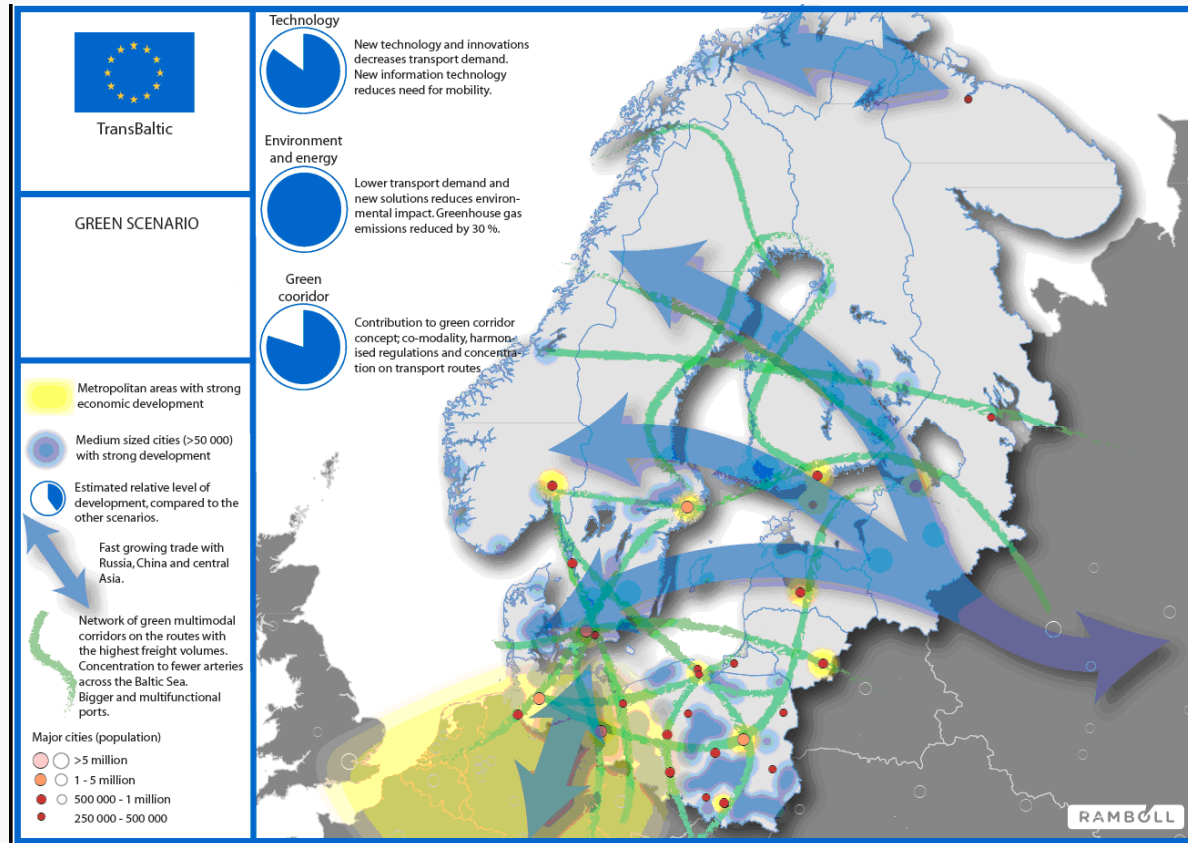


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Complementing the Baltic Transport Outlook(5)

THE GREEN SCENARIO AS ONE OF POSSIBLE TRAJECTORIES TILL 2030



- Internalised transport costs and improved complementarity of the transport modes (**co-modality**)
- **Network approach** to multimodal corridors (green and efficient)
- Several influencing factors
- Market response and public acceptance a **pre-requisite!**
- Systemic, coordinated and well-structured public policy intervention needed!
- Eminent role of policymakers: **harmonise, supervise** and **repair** failures in corridors performance



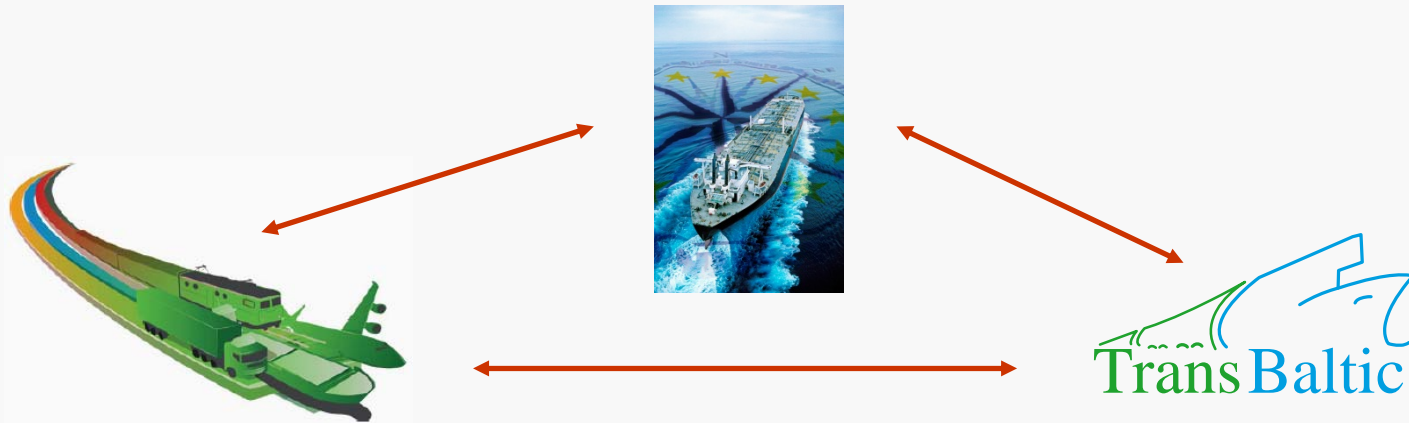
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Contribution by TransBaltic acknowledged!



Action Plan for the EU Baltic Sea Strategy (July 2012)

Priority Area Transport

Action: Facilitate efficient and sustainable Baltic passenger and freight transport solutions

TransBaltic named among initiatives to assist in the development of the **green corridor network** in the Baltic Sea Region



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TO CONNECT: Green transport corridor approach with the TEN-T

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



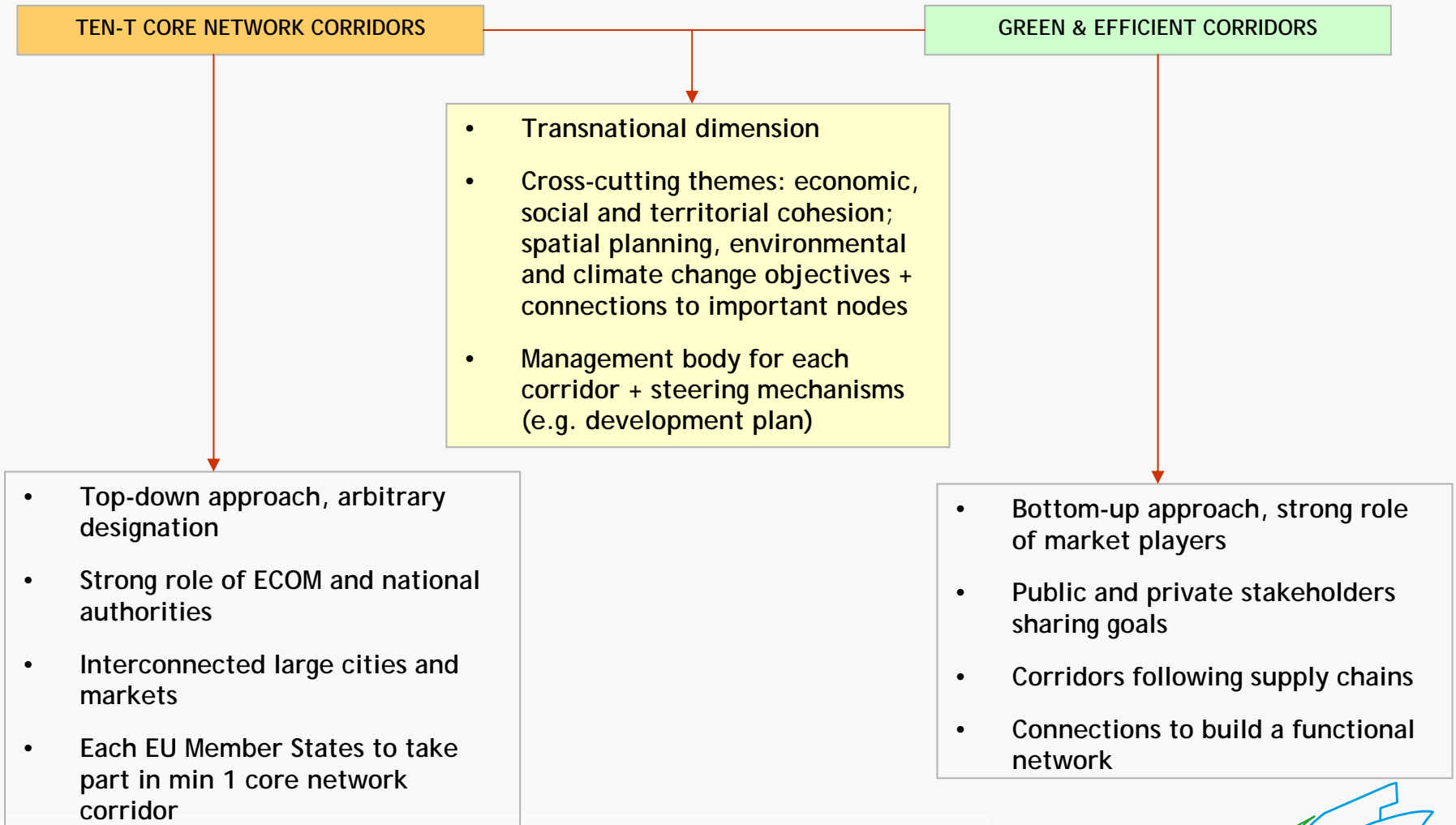
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ECOM willing to integrate the two concepts to achieve a 'green' transport system!



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TO CONNECT the corridors: TransBaltic animating the umbrella cooperation



Source: www.promoslogos.com

- **Purpose:** streamlined regional level contribution to strategic transport planning in the BSR
- **Actors:** relevant projects in the BSR, North Sea & Barents Sea programmes + interested cross-border projects
- **How:**
 - Meeting place to jointly work on green transport solutions
 - joint events/dissemination of outcomes to the shared target audience
 - strategic documents (action plans, manuals, guidance reports etc.) as evidence for future policies
 - joint standpoints on EU transport policies



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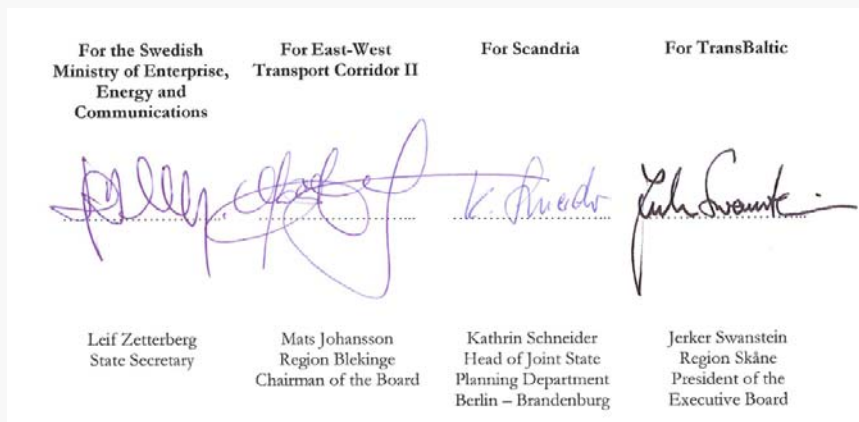
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...started with the Green Corridor Agreement...



- Signed in November 2009
- Input from regional level to the green corridor concept
- Harmonisation of work and mutual responsibilities till late 2012
- Several joint seminars and workshops
- Cooperation open to other corridor initiatives



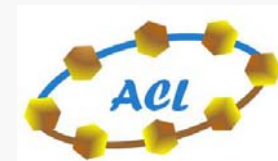
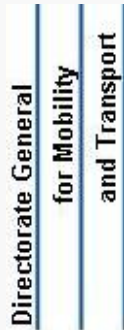
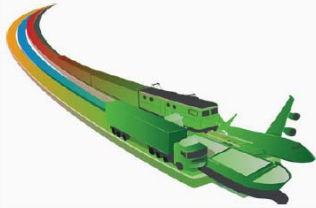
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and expanding into the community of policy stakeholders...



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... with an active role of the involved projects...

Letter of intent
by transnational Baltic and North Sea Region projects
on assistance in developing the green transport network

Attn:
Mr Jean-Eric Paquet
Director, Trans-European Transport Networks and Smart Transport,
DG MOVE, European Commission



Sebastian Doderer
project coordinator
Amber Coast Logistics

Märten Edberg
Lead Partner representative
Bothnian Green Logistic Corridor

Tapani Stipa
project manager
BSR InnoShip

Mathias Roos
project manager
East-West Transport Corridor II

Per-Ake Hultstedt
project manager
North-East Cargo Link II

Malla Paajanen
project manager
Rail Baltica Growth Corridor

Sven Friedrich
project coordinator
Scandinavian-Adriatic Corridor
for Innovation and Growth
(SCANDRIA)

Gunnar Eiterjord
Lead Partner representative
StratMoS

Wiktor Szydarowski
project manager
TransBaltic



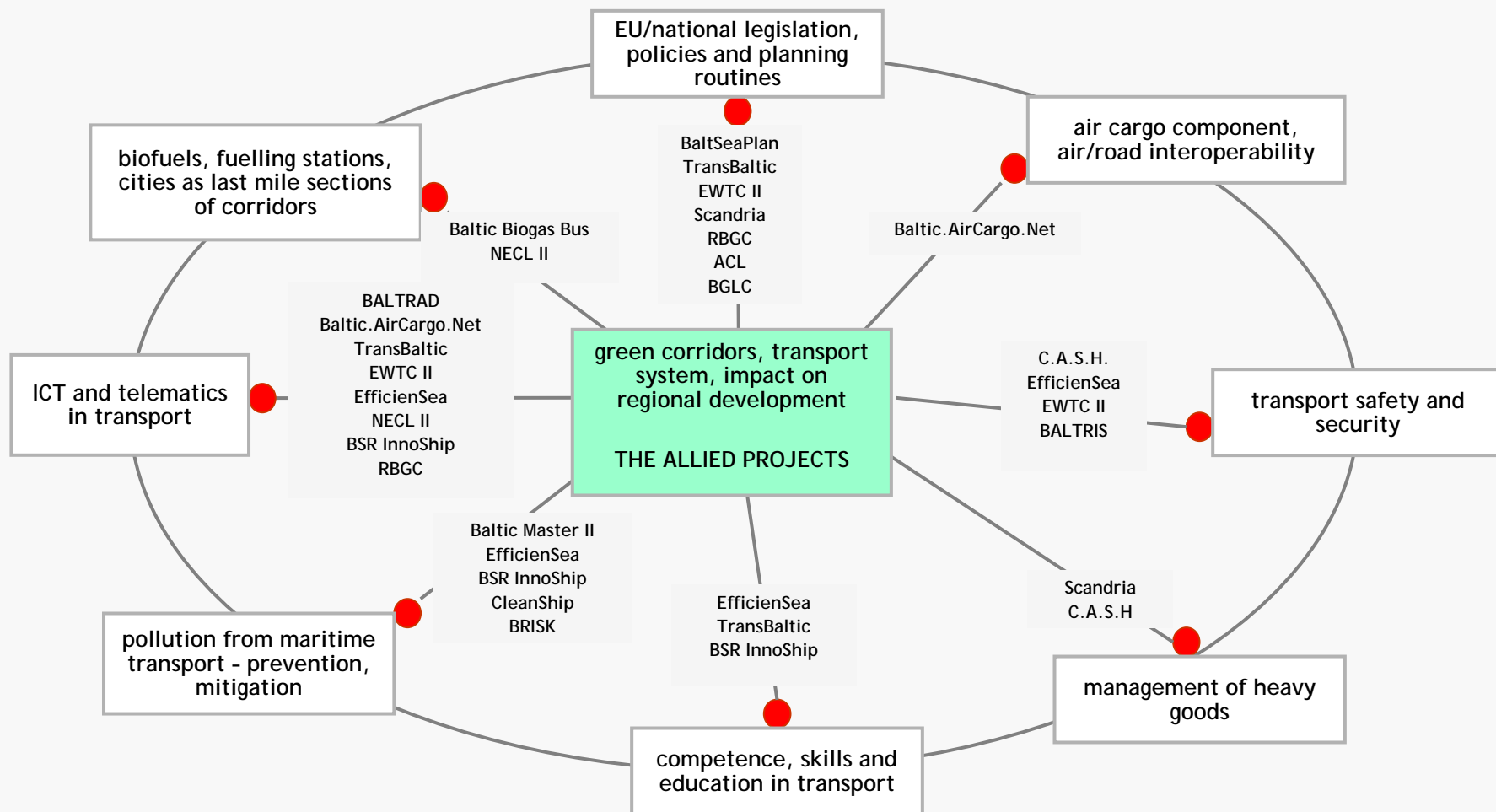
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... and a good prospect for thematic expansion



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Added value of the umbrella

- Regional level contribution to the EU Baltic Sea Strategy (PA Transport)
- Representation of several regional authorities and geographical consortia covering whole BSR
- Corridor approach (transport development, territorial cohesion, sustainable regional growth)
- Focus on sustainable multimodal transport system in the BSR
- Testing of transport policy concepts/instruments in the BSR specificity
- Involvement of industry in the planning and demo work



TransBaltic shown as a good example of working with **multi-level governance** arrangements and policies (cf. State of the Region Report 2011)



Source: athome.allentate.com



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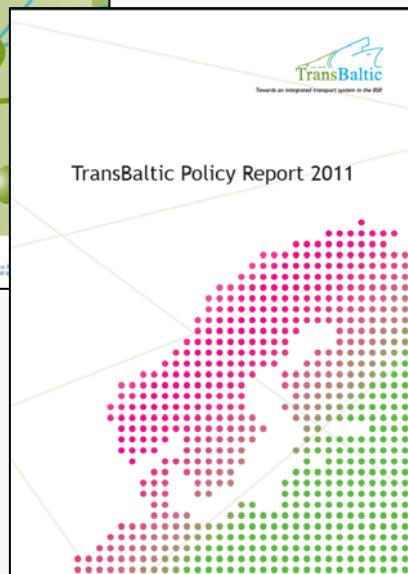
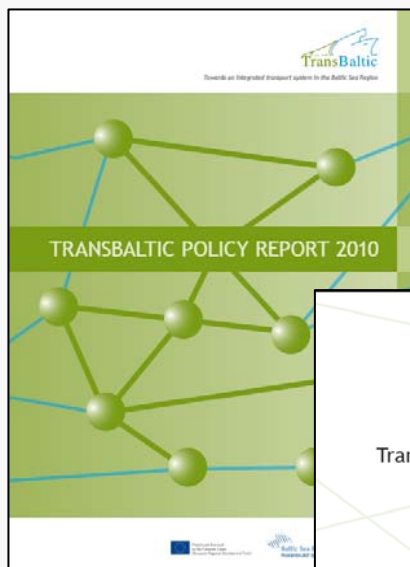


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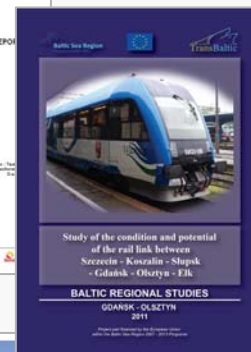
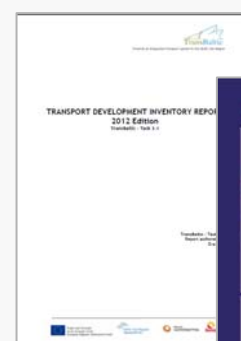


TO INSPIRE - new facts and evidence...

TRANSBALTIC POLICY REPORTS



ALMOST 40 THEMATIC REPORTS



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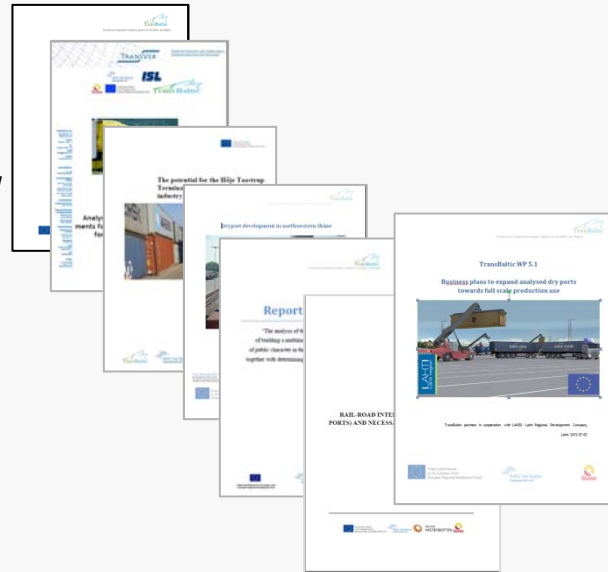


TO INSPIRE - business cases transformed into BSR blueprints

TASK 5.1

Dry port development:
Västerbotten (SE), Warmia-
Mazury region (PL), Poznan
(PL), Region Zealand (DK), NW
Skåne (SE), Lahti (FI)

Pre-gate parking system:
Hamburg Port



TASK 5.3

ICT tool demonstration
report

Review of ICT tools
supporting green
logistics by Interreg
projects



TASK 5.4

Competence
management system in
the BSR



TASK 5.2

Empty container
management in the BSR

Empty container
logistics Hamburg-BSR



TASK 5.5

Rail transport solutions
for N-S and E-W flows

N-S green corridor in
Poland



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TO INSPIRE – study trips and briefings towards policymakers



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TO SHOW NEW HORIZONS – sustainable multimodal transport system

- System **robust** to interconnect national networks and absorb future changes in routes, commodities and volumes
- BSR as a **gateway** for transcontinental flows
- **Competitive relations** with other macroregions in conveying East-West trade
- A joint strategic transport planning process required!



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The Macroregional Transport Action Plan to propose the way

- **Own and exclusive findings** by TransBaltic and cooperating projects
- Contribution of the regions to EU Baltic Sea Strategy (PA Transport - 'Improve internal and external transport links')
- Primarily addressed to the **public authorities**
- **Not a sum** of national transport priorities and investments or any priority ranking
- Practical ideas how to apply EU transport policies in the **BSR specificity**
- **Policy actions** to create better interfaces between national networks and make the system more resilient to future changes
- Pro-active and future-oriented **policy support instrument** for a sustainable multimodal transport system in the Baltic Sea Region
- **Living document** (to be systematically updated and extended)!



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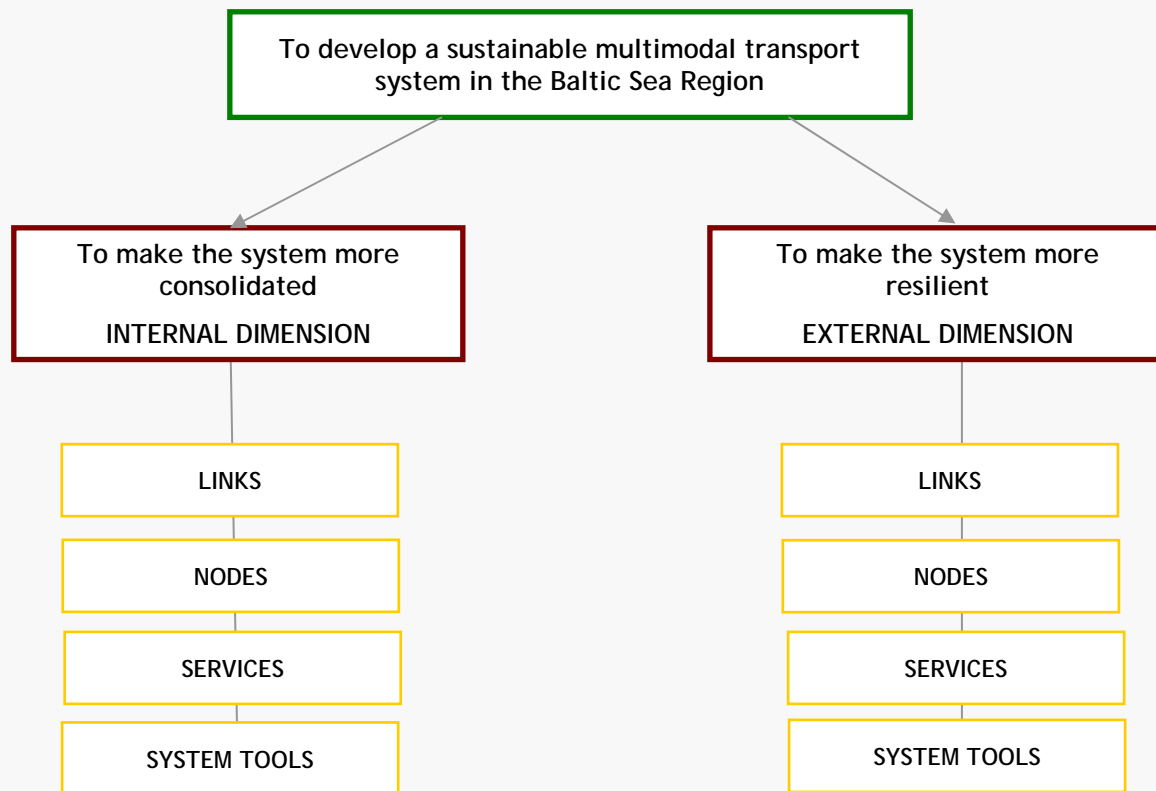


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The policy framework

6 key policy messages



19 policy actions

INDEX
WHAT
WHY
WHO
WHERE
HOW
WHEN
DIMENSION
CATEGORY
Critical factor
Effects of the action
Case of no action
ORIGIN
IMPACT
Target
Expected effects



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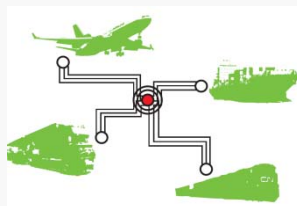
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Follow-up initiatives

umbrella → transport cluster
cooperation under the BSR
Programme

- Headline: **Sustainable, multimodal and green transport corridors**
- Lead partners of 8 projects, support from other project initiatives
- Cluster leader: Region Skåne
- Purpose: **Share** knowledge, **bridge** activities, **communicate** achievements
- Duration: September 2012 - September 2013
- Expected to **update and extend** the MTAP document



the 'BSR TransGovernance' project

- Objective: use **multi-level governance instruments** to better align transport policies in the BSR and include the business perspective
- Initiators: TransBaltic, EWTC II, Scandria
- 23 partners, several associated organisations
- Project leader: Region Blekinge
- Purpose: Achieve **greener and more efficient transport** in the BSR, in line with the EU Baltic Sea Strategy
- Duration: September 2012 - September 2014
- Expected to **help streamline** the MTAP policy actions with BTO key messages



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Thank you for your attention!

Wiktor Szydarowski, Ph.D.
project manager

wiktor@szydarowski.com

www.transbaltic.eu



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