TransBaltic

Towards an integrated transport system in the Baltic Sea Region

MACROREGIONAL TRANSPORT ACTION PLAN

by TransBaltic

2012 edition

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

Baltic Sea Region
Programme 2007-2013

REGION
VÄSTERBOTTEN

REGION
SKÅNE

Table of Contents

Chapter 1: About TransBaltic

TransBaltic is a **transnational project on transport and regional growth**, co-financed by the Baltic Sea Region Programme 2007-2013. It is led by the Swedish region of Skåne and partnered by regional administrations, transport and logistics-related research institutions, transport operators, logistics associations and pan-Baltic organisations, including CMPR Baltic Sea Commission, CMPR North Sea Commission, Baltic Sea States Subregional Cooperation (BSSSC), Baltic Sea Chambers of Commerce Association (BCCA), Baltic Development Forum (BDF) and Baltic Ports Organisation (BPO). It has gained support from several transport ministries of the Baltic Sea countries as well as public institutions in Russia.

TransBaltic addresses the **insufficient interoperability and robustness** of freight transport networks and logistics patterns around the Baltic Sea. Such deficiencies are regarded by several enterprises and transport operators as one of the most prominent barriers to economic prosperity and growth in the Baltic Sea Region (BSR). Also, the market stakeholders look forward to transport capacity solutions, which would help absorb the transcontinental freight flows, e.g. from the Far East, the volumes of which are on the rise in the BSR. From the public policy point of view, such solutions shall on one hand contribute to a better compatibility of transport modes, with more integrated road, rail, inland waterways and sea infrastructures, and on the other - to stimulate sustainable regional growth.

The overall objective of TransBaltic is to provide regional level incentives for the creation of a sustainable multimodal transport system in the BSR. This is to be achieved by means of joint transport development measures and jointly implemented business concepts.

TransBaltic has been granted a strategic status by the authorities of the BSR Programme 2007-2013 who thereby acknowledged its role in fostering the sustainable development of the Region, the project's wide geographical coverage, the deep focus on implementation and the strong political backup at the national level.

Through its lifetime, TransBaltic has developed the brand of a strategic macroregional project. It has been acknowledged as:

- a part of the European Union Strategy for the Baltic Sea Region in the thematic area of accessibility ('To improve internal and external transport links') as one of the initiatives exploring the concept of green transport corridors and working in a joint framework with other relevant projects (cf. Report on the Implementation of the EU Strategy for the Baltic Sea Region, COM 2011 (381) final from 22 June 2011);
- an animator of the collaboration process between transnational and cross-border projects dealing with green transport solutions; in that respect TransBaltic set up the so called **umbrella cooperation** to enable the relevant projects to streamline their activities, harmonise strategic documents, share events addressing the same target audience or create joint standpoints on EU transport policies;
- a platform for debating the BSR dimension of European transport and regional development agendas, including such issues as: Motorways of the Sea policy, green transport corridors, TEN-T guidelines, intermodal terminals policy etc.;
- a dialogue arena for EU, pan-Baltic, national and regional levels, with involvement of the European Commission (DG MOVE, DG REGIO), national transport ministries involved in the implementation of the EU Baltic Sea Strategy and the Northern Dimension Partnership on Transport and Logistics (NDPTL).

Chapter 2: The purpose and added value of the Macroregional Transport Action Plan

The Macroregional Transport Action Plan is a **strategic document** developed by TransBaltic in cooperation with other transnational and cross-border projects in the Baltic Sea Region. It attempts to facilitate the development of a sustainable multimodal transport system in the Baltic Sea Region by setting a vision for such a system in the year 2030, proposing an optimum scenario (path) to achieve it and laying down a number of so called policy actions, instrumental in following this path.

The presented vision of a sustainable multimodal transport system in the Baltic Sea Region combines future-looking ideas of several pan-Baltic network organisations and past projects dealing with transport and regional growth. This consolidated picture concords with the European Commission ambitions to create a Single European Transport Area and may serve as a basis for the transport development work in the EU Baltic Sea Strategy.

The Macroregional Transport Action Plan emphasises that the path to attain this vision must reflect the specific geographical and socio-economic situation of the Baltic Sea Region. One of the analysed scenarios, named **green scenario**, seems to best suit this purpose. The green scenario promotes well-coordinated public policies, positive market response and public acceptance in an attempt to improve sustainable growth as well as to increase socio-economic and territorial cohesion of the Baltic Sea Region. One of the instruments to achieve it is a network of green and efficient multimodal transport corridors, which shall connect, cross and integrate different parts of the Region's territory.

Implementation of the green scenario is, however, determined by a number of factors, which may compromise or boost the competitiveness of the Baltic Sea Region as a sustainable growth area. An effective response to several challenges and opportunities requires a systemic, coordinated and well-structured public policy agenda.

The core part of the document features a **policy framework** for sustainable multimodal transport system in the BSR. It is composed of a number of **specific policy actions** summarised in a few **key messages**. At this stage, the policy actions do not address the whole spectrum of public intervention areas, which would be necessary to achieve a sustainable multimodal transport system in the Baltic Sea Region (e.g. support for new fuel and vehicle technologies, clean shipping, passenger services, local and regional transport or air transport). The principle adopted in the Macroregional Transport Action Plan is that the policy actions shall be based on **concrete investigation and demonstration work** by TransBaltic and the cooperating projects, done together with transport and logistics business stakeholders. Thereby, the policy actions convey work results based on real needs and tested approaches.

The final chapter of the document concludes on the implementation process of the Macroregional Transport Action Plan, with an emphasis on further updating, contribution to the EU Baltic Sea Strategy, EU policy and financial tools, and multilevel governance arrangements.

The Macroregional Transport Action Plan is designed to serve as a pro-active and future-oriented **policy support instrument** for a sustainable multimodal transport system in the Baltic Sea Region. The Action Plan is primarily **addressed to the public authorities** at various governance levels whose decisions may facilitate achievement of that goal, but it also requires active involvement of various stakeholders in the transport and logistics market.

The Macroregional Transport Action Plan is a **rolling document**, marking the year 2012 stage of the strategic initiatives on transport and regional growth at the BSR level, and its content is open to changes and modifications to accommodate future market and policy trends. In particular, this relates to the policy actions, which shall be adjusted, upgraded and extended through investigation by ongoing and future transnational and cross-border projects in the Baltic Sea Region.

The Macroregional Transport Action Plan is developed by the **regional level authorities**. For that reason the document serves as a complement to the intergovernmental efforts aimed at improving internal and external transport links as articulated in the EU Baltic Sea Strategy. An important task will be to streamline its policy actions with key recommendations stemming from the Baltic Transport Outlook study (http://www.baltictransportoutlook.eu/) performed by the national transport ministries, which is meant to create a decision-support basis for future transport investments around the Baltic Sea (see Chapter 6). Also, the document relates to the ongoing transport policy making processes at the EU and BSR levels (cf. TransBaltic Task 3.1: 'Transport development inventory report (2012 edition), www.transbaltic.eu/wp-content/uploads/2012/01/TransBaltic-Report-Task-3.1-Transport-Development-Inventory-2012-edition.pdf).

In that sense, the Macroregional Transport Action Plan provides **added value**. It contains a wide range of proposals to improve connectivity and accessibility of the Baltic Sea Region in some new or so far insufficiently addressed **thematic domains**, like: organisation, coordination and management, qualifications and skills, information and communication technologies.

The Macroregional Transport Action Plan **does not deliver a priority list** of infrastructure investments in the Baltic Sea Region. It highlights the areas and components of the transport system, which are important for absorbing the steadily increasing intraregional and transcontinental freight flows and which may soon face severe capacity problems in the absence of necessary improvements. This, in consequence, may affect the performance of the whole transport system, according to the rule that the strength of it is determined by the quality of the weakest link.

Chapter 3: Vision of a sustainable multimodal transport system in the Baltic Sea Region

The updated version of the EU Baltic Sea Strategy Action Plan (released in January 2012) underlines that the main challenge with regard to the future transport development in the Baltic Sea Region is to reduce its remoteness. In order to achieve that, better links are needed in several directions: to the Barents Sea; between its western and eastern parts; and to Russia and other neighbours. Also, further connections to Asia as well as to Black Sea and the Mediterranean regions should be developed.

The document further recommends that the Member States should also explore options for new connections to the East and Far East. This might further increase the region's potential as EU's gateway to Asia.

The elements, the transport system of the BSR should contain in order to fulfil such a function, have been addressed in strategic documents issued by several pan-Baltic networks - e.g. by Baltic Sea States Subregional Cooperation (BSSSC), Baltic Sea and North Sea Commissions of the Conference of the Peripheral Maritime Regions (CPMR), Vision and Strategies around the Baltic Sea (VASAB), Baltic Development Forum etc. They were also tackled by previous transnational projects (e.g. InterBaltic, Baltic Gateway, Baltic Palette, Sustainable Transport in the Barents Region etc.).

TransBaltic, at the conference in 2011, gathered these organisations together and consolidated several existing concepts into one vision.

According to the shared vision, the sustainable multimodal transport system of the Baltic Sea Region will efficiently serve the trade exchange between the Baltic Sea countries, between the BSR and the neighbouring areas, and between the EU and other global economic powers. It shall contain the following building blocks:

- a grid of transnational multimodal transport corridors for better external accessibility of the Region, with well-developed cross-border sections to secure interoperability of national transport networks,
- interregional and regional transport links, which improve access from the transnational corridors to local and regional production areas and customer markets,
- ports, airports and intermodal terminals - acting as interfaces between land, sea, inland waterway and air transport modes, well connected with their respective hinterlands,
- efficient local and regional public transportation, contributing to better mobility within commuting areas and to more compact settlement structures,
- innovative solutions in logistics and in traffic monitoring systems,
- platforms for cooperation between public administration, research and business sector to identify potentials and pave the way for future investments,
- compatible and consistent transport planning and management processes between the governance levels and across the administrative borders.

The vision stated above is in line with the European Commission's ambition of realising a safe, competitive and resource-efficient transport system for the European Union, as stated in the White Paper – Roadmap to a Single European Transport Area. However, the path to achieve it must be distinctive. It has to take into account: the specific geographical location of the Baltic Sea Region with a water basin connecting but at the same time protruding connections; large distances to cover and resulting high transport costs; diversified settlement patterns; harsh climate conditions; varied socio-economic development standings or differing policy needs across the Baltic Sea Region.

At the same time, the path needs to prepare for the future. It must follow dynamic changes in the society, the economy and natural environment, the latter exemplified by climate oscillations. It has also to absorb the consequences of international regulations, such as the IMO Sulphur Directive – setting strict limits for the emission of sulphur from shipping in the Baltic Sea from 2015.

Altogether, the path to the desired vision ought to be customised to the development specificity of the Baltic Sea Region and offer opportunities to protect its transport system from more or less predictable turbulences.

TransBaltic looked into a few alternative futures. The scenarios analysed in the TransBaltic Policy Report 2011 show particular trends in territorial development and accessibility, as well as in trade and transport development patterns - in effect of EU policies and natural and socio-economic processes.

These four of many possible future situations were named: **BASELINE, COHESION, GREEN and RIVALRY** (cf. TransBaltic Policy Report 2011, p. 17-22; www.transbaltic.eu). Among them the green scenario has been given much attention as it seems to best suit the development needs of the Baltic Sea Region.

Chapter 4: The green scenario by TransBaltic

The green scenario – in the project's view – implies an effective implementation of EU regulations, restrictions and incentives, which are designed to tackle so called transport externalities, e.g. emissions, pollution, noise, accidents and congestion. The scenario assumes that the European Commission's transport greening policies will manage to internalise transport costs (in other words that transport users will pay for the 'hidden' costs generated by transport) and improve complementarity of the transport modes (co-modality). Also, ambitious targets of the Europe 2020 strategy will have been met (greenhouse gas emissions reduced by 30% compared with 1990 levels).

Apart from investments in the railway sector, the EU transport greening policies are expected to promote last mile infrastructure around strategic nodes (ports and inland terminals) as well as the development of new vehicles, technologies and innovative solutions.

Perspectives for the Baltic Sea Region

The green scenario assumes a balanced and positive economic growth in the Baltic Sea Region, with diminishing disparities between western and eastern parts as well as between metropoles and the countryside. Vigorous development of the new EU Member States is expected to boost trade with the EU neighbours and the Far East, which in turn will supply development stimuli to urban centres and transport hubs located on transnational transport corridors, in both east-west and north-south relations.

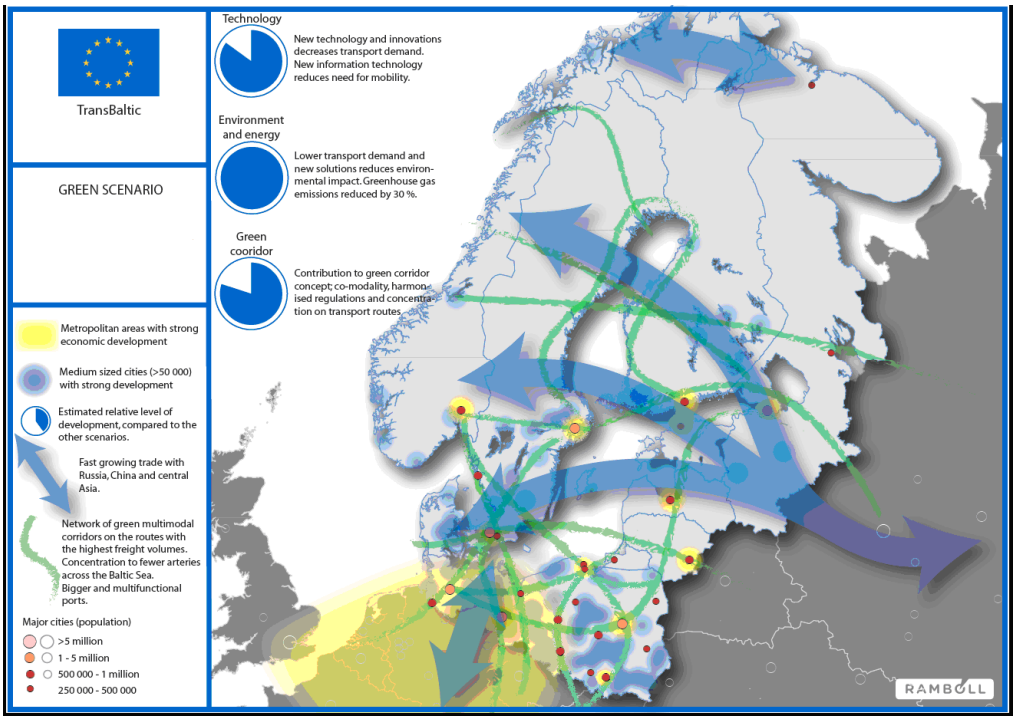
In terms of the transcontinental trade exchange, the scenario predicts the emergence of alternative options to the traditional maritime route crossing the Suez Canal and bypassing Western Europe. Receding ice cover in the Arctic Ocean unlocks opportunity for navigation along Siberian coasts, where the Northern Sea Route may carry the trade exchange between the northern part of Europe and the Asian economies. This may grant the Barents area an important function in handling transcontinental flows, bringing growth impulses to the northernmost cities and ports. As the transport and logistics conditions along the Eurasian landbridge connections will be improving, effective supply chains will develop between the western part of China, Kazakhstan, Russia and the European Union. A viable alternative will also be provided through good transport connections between the Black Sea and Adriatic ports and origin/destination areas in the Baltic Sea Region.

The green scenario sees a better balance of transport modes, in particular between road and rail freight transport, as a result of public investments in railway infrastructure on major corridors in the BSR. Public support also targets regional transport axes, in order to connect as many medium-sized and small towns as possible to the trunk networks.

Network of green and efficient multimodal transport corridors

A network of green and efficient multimodal transport corridors in the Baltic Sea Region forms the territorial projection of the green scenario (see fig. 1).

Fig. 1: Visualisation of the green scenario (*NB: in the print-out version the map will be enlarged*)



Source: Ramböll (2011): TransBaltic forecasts and scenarios for BSR corridor flows 2030, TransBaltic project report, www.transbaltic.eu/reports-results

The delineation of the network on the map is symbolic and not normative. The network map neither pretends to be exhaustive in terms of the links included (green lines), nor accurate when it comes to the volumes of different flows (the thickness of the blue arrows doesn't necessarily mean that they are carrying lager flows). The map depicts the state of affairs as of year 2011 - with major transport corridors under investigation of transnational and cross-border projects co-funded by Interreg programmes in the BSR and active in the umbrella cooperation animated by TransBaltic (see Chapter 1).

Green and efficient multimodal transport corridors illustrate the EU policy ambitions related with the European Single Transport Area as they provide the most environmentally friendly, efficient and safest connections for freight transport in Europe.

The idea behind this concept is to create corridors of excellence, carrying concentrated volumes of long distance international freight. They are expected to perform well in terms of energy use, emissions and environmental impacts. At the same time, they must be attractive for the shippers and show reliability, reduced congestion and low operational costs.

In a network of green and efficient multimodal transport corridors all land and water transport modes complement one another. The door-to-door transport and logistics chains use the most optimum combination of modes, adjusted to the territorial and socio-economic specificities of the corridor, with railroads, inland waterways, modular road trains, technologically advanced trucks and other innovative solutions available. The nodes, strategically located along the corridor, play a vital role as robust entry/exit and transhipment points, and offer open and non-discriminatory access to all potential users.

Green and efficient multimodal corridors are expected to provide better operational conditions than in the 'conventional' transport network, based primarily on road connections and with no intermodal facilities available. For that reason, they must be subject to policy intervention with specific legislation, harmonisation measures and incentives, and above all with proper management schemes. These should include steering mechanisms to supervise and enhance performance of infrastructure and services offered in the corridor.

Each corridor shall feature a set of measurable key performance indicators, KPIs, in order to monitor and assess developments over time and allow for comparison with other corridors. The indicators shall address the relevant infrastructural, regulative and business logistics aspects, in order to steer the corridor development into a desirable direction.

Green and efficient multimodal corridors shall contain a governance structure to coordinate actions aimed at improvement of infrastructure, services, policies and regulations. It should gather corridor-related public and private stakeholders, including: shippers, infrastructure providers, transport service providers, public policy-makers and financing institutions. Such a structure is instrumental in combating hard (e.g. infrastructure) and soft obstacles (e.g. regulations and administrative practices) hindering the efficient flow along the corridor, including incompatible rules and regulations, to result in reduced transit times and costs and mitigated environmental and social impacts.

Factors influencing the green scenario

Pursuing of the green scenario is determined by a number of factors, which may exert significant pressure on the transport networks and use of transport services, or may bring in considerable changes of the transport patterns. The interplay of those factors may compromise or boost the competitiveness of the Baltic Sea Region as a sustainable growth area (see the table below).

Tab. 1: List of identified factors influencing the green scenario in the 2030 perspective (non-exhaustive)

Group	Factor
Demography and social dimension	• Ageing of the BSR population • Possible labour migration movements • Continued growth of megacities and urban sprawl • Increasing long distance commuting and travelling • Appreciation for environmental values, with a trend towards consumption of locally produced commodities and services
Economy	• New configuration of global superpowers, with BRIC countries (Brazil, Russia, India and China) gaining importance as both producers and consumers of goods (due to a fast growing middle class) • Repositioning of low cost production both in global and regional terms (e.g. in China from the coastal areas to the north-east interior),
Transport and logistics	• Rising energy prices vs. the need of maintaining and improving mobility as the basic service provided by transport • Rising operational costs for transport, which may trigger technology shifts • Consolidation processes in the global logistics sector, with emergence of new global 'mega players' • Restructuring of logistics systems and realignments of supply chains resulting in: increased average transportation distance, concentration of flows on links and

Group	Factor
	nodes and optimised use of transport resources • Fast diminishing gap in logistics level development and knowledge between the Baltic Sea countries
General transport policies	• Quality of cooperation between national, regional and local governments of the EU Member States in implementing the EU Baltic Sea Strategy, and to harmonise transport infrastructure planning in particular • Involvement of Russia and Belarus in the joint transport coordination activities in the Baltic Sea Region • Adequacy of the policy solutions to the expectations of transport and logistics market players in the Baltic Sea Region
Transport greening policies	• Insufficient monetary and human resources for policy implementation • Lack of rewarding mechanisms for developing and using green infrastructure • Preference given by some governments to investments in conventional infrastructure, felt more suitable for increasing economic competitiveness, and improving connections to global and European markets in the short run • Insufficient mechanisms to maintain a level-playing field for all market actors, irrespective of the transport sector they operate in (e.g. maritime transport is faced with higher administrative burdens than other modes) • Lack of coordinated policy approach in introducing and supervising operational standards for transnational corridors • Difficulties with efficient implementation and use of ICT tools, due to reluctance for data sharing and updating in the transport business community • Insufficient volumes along a corridor to consolidate for the purpose of intermodal transport • Low demand for environmental friendly vehicles, products with low impact on the environment or locally produced goods • Perception of green transport solutions as additional costs with low economic benefits • Inadequate competence of transport and logistics staff in conducting more sustainable business operations

Source: TransBaltic Policy Report 2010, TransBaltic Policy Report 2011 (www.transbaltic.eu)

An intensified trade exchange both within the BSR and in the transcontinental dimension may challenge the European Commission's aspirations to curb energy consumption and emissions in the transport sector. Also, market-driven processes may accelerate the centralisation and concentration of freight flows. An outlook of fewer transit arteries crossing the Baltic Sea Region, with bigger multifunctional ports may become detrimental to the accessibility of some territories and the overall Region's cohesion. However, the proposed policy framework based on the green scenario and several of the policy actions (cf. Chapter 5) intend to mitigate potentially adverse effects on energy consumption, emissions, accessibility and cohesion.

Chapter 5: A policy framework for the sustainable multimodal transport system in the Baltic Sea Region

Achieving the sustainable multimodal transport system in the Baltic Sea Region according to the provisions of the green scenario requires a systemic, harmonised and well-structured public policy intervention.

One important aspect would be to interconnect individual transport networks of the countries around the Baltic Sea, diminish infrastructural drawbacks and to harmonise various transport development priorities. This requires actions to overcome the impact of administrative borders on efficiency of transport flows within the Baltic Sea Region. At the same time, in line with the Commission's plans for the future of EU transport, laid down in the 2011 White Paper on Transport, the actions need to ensure the mobility of citizens and businesses, boost the economic competitiveness and improve access to different parts of the Baltic Sea Region, while not compromising environmental and social needs. Such aspirations relate, in other words, to the **consolidation of different elements in the transport system** and deal more with its **internal dimension**.

Another important ambition for the future transport development in the Baltic Sea Region should be, in the context of the EU Baltic Sea Strategy, to reduce the remoteness of this area to main economic centres of Europe and the outside world. This requires better connections from the Region to Russia, the Barents area, the North Sea area, the Black Sea and the Mediterranean regions. In prospect, this might further increase the Region's potential as an EU's gateway to Asia. Also, actions are needed to increase the ability of the transport system to effectively absorb increasing transport flows in the global perspective and to accommodate future development trends and transport patterns. Such context is associated with the **system resilience** and an **external dimension** of the transport system.

As stated earlier (cf. Chapter 2), the Macroregional Transport Action Plan has a distinct profile. It does not promote a routine policymaking approach to the transport development of the Baltic Sea Region, which may end up with a sum of national transport priorities and investments. The document does not deliver a priority list of investments in the Baltic Sea Region. It is more **focused on interconnections** between: the administrative territories around and across the Baltic Sea, the national transport planning frameworks, the national/regional competence areas, and strategies of public/private stakeholders.

The Action Plan highlights the **areas and components** of the transport system which are important for the effective interconnectivity of the individual networks, and/or for absorbing the steadily increasing intraregional and transcontinental freight flows. In the absence of necessary improvements, limited capacity of some infrastructural components may affect the performance of the whole transport system, according to the rule that the strength of it is determined by the quality of the weakest link.

Key policy messages

A joint strategic transport planning process to support sustainable growth in the Baltic Sea Region requires a close cooperation between the European, national, regional and local authorities, and involvement of the market actors.

In this context, specific TransBaltic recommendations, structured as policy actions and presented in the next chapter, can be synthesised into key **policy messages**.

- **Apply a place-based approach to the transport policies**

  As the Baltic Sea Region is not homogeneous in terms of development status, the policies shaping the sustainable multimodal transport system should pay due attention to the specificities of individual territories (subregions). These policies need to take into account the socio-economic growth potential, geographical location, quality and distribution of transport infrastructure, facilities and services (e.g. density and capacity of road and rail links, ports, terminals etc.) or local/regional growth agendas.

  Dry ports, motorways of the sea as maritime sections of transnational transport corridors or sustainable small ports are exemplary thematic areas to be tackled upon by the EU transport policy. Thereby, it would respond to concrete transport and logistics needs in the Baltic Sea Region and would stimulate regional economic growth and territorial cohesion.

- **Create efficient interfaces between the national transport networks**

  While planning and implementing TEN-T investments, the EU and the governments ought to place them in the transnational (macroregional) context, with an aspiration to develop a functional and sustainable multimodal transport system in the Baltic Sea Region.

  This implies paying particular attention to interconnections between networks of the individual countries, both over the land borders, across the Baltic Sea as well as links to the EU neighbouring countries (Norway, Russia, Ukraine and Belarus).

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

  Exploiting of this potential may help reduce remoteness of the BSR to main economic centres of Europe and to the outside world. It requires that the governments around the Baltic Sea strive to create efficient connections between the Baltic Sea Region and other European macroregions (e.g. North Sea Region, Central Europe, Mediterranean area, Black Sea area) as well as with fast-growing Asian economies (e.g. China, Kazakhstan) for the purpose of serving the increasing transcontinental flows.

  Also, the transport policymaking process in the Baltic Sea Region needs a pro-active and outward-looking approach. Measures must be jointly prepared to meet such challenges for the BSR transport system as: new global trading routes, concentration and consolidation of logistics supply chains, predicted capacity pressure on some parts of the road and rail network, demographic and migration trends etc.

- **Pursue a network of green and efficient multimodal transport corridors**

  Development of green and efficient multimodal transport corridors - as a network of connections integrating different parts of the Baltic Sea Region – responds to the market-driven freight flow centralisation and concentration processes, which may negatively influence accessibility and the overall Region's cohesion.

  In order to be green and efficient, and at the same time promoting accessibility and cohesion, such corridors must be subject to systemic, coordinated and well-structured public policy interventions, adapted to the development specificities of the geographical areas they cross. They need to be furnished with specific legislation, harmonisation measures and incentives, and above all with proper management schemes.

In that respect, particular attention should be put to the nodes, as they connect individual modes of transport, consolidate passenger and freight flows, and generate growth impulses to the surrounding area.

- **Establish sufficient multilevel governance mechanisms**

  Apart from investments in transport infrastructure, an important success factor for attaining a sustainable multimodal transport system in the Baltic Sea Region are joint organisational and management processes between public and private stakeholders.

  Dry port development, harmonised traffic information schemes, transnational competence management system for labour force in port logistics or better intermodal transport in international relations are exemplary areas that require suitable frameworks to integrate national, regional and local transport planning and management procedures - and incorporate the business perspective.

- **Apply an incremental, need-based approach to infrastructure investments**

  In the context of the green scenario, the planning of infrastructural investments ought to follow the principle of first affecting transport needs and choice of modes, then - exploiting more efficient use of existing infrastructure and vehicles, next – improving the existing infrastructure, and only finally - investing in new infrastructure.

Policy actions

The Macroregional Transport Action Plan promotes specific policy topics based on investigations by TransBaltic and cooperating projects. Therefore, the rationale for all policy actions in this document can be traced back to particular thematic reports by TransBaltic or cooperating projects. Another novelty is that the policy proposals are put in a multi-sectorial context and show effects they bring for the sustainable regional growth (including no-action case).

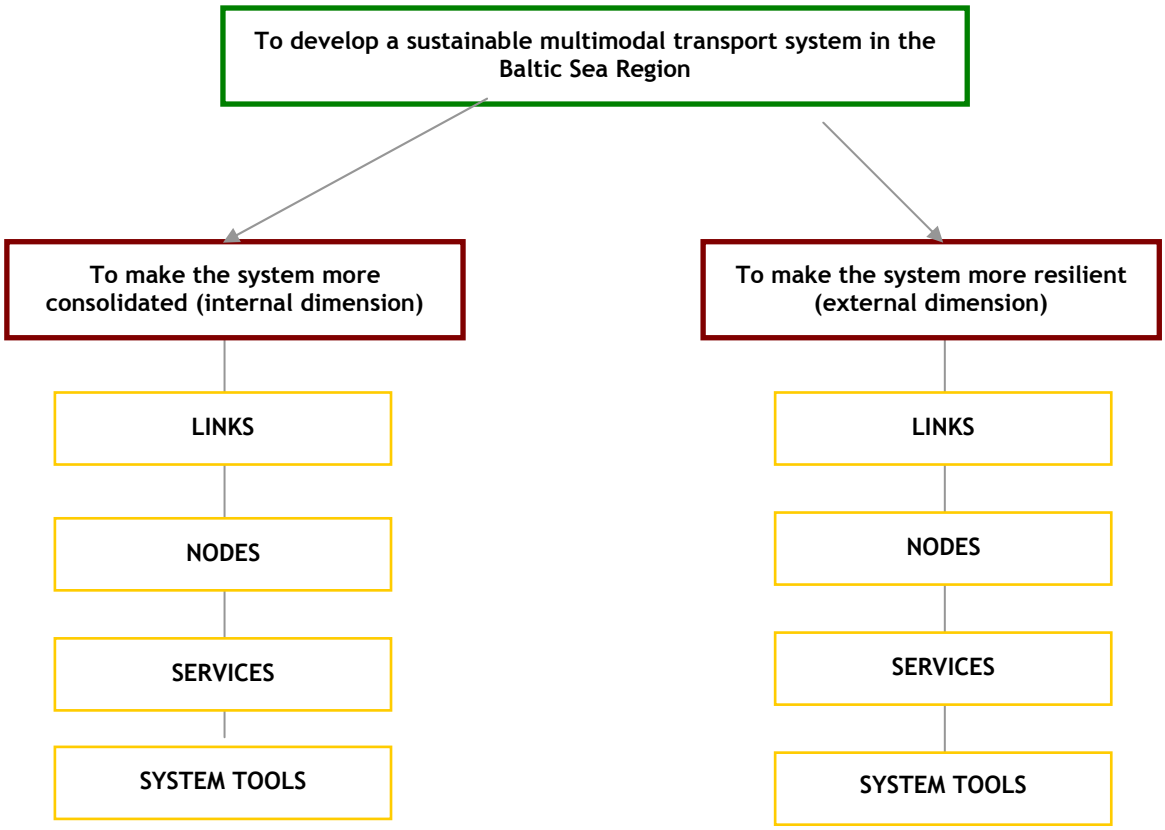
At the same time, the index number of the actions is not meant to express any ranking or priority.

For a clearer presentation of the policy proposals, a specific architecture for the sustainable multimodal transport system has been proposed, following inspirational ideas developed by the North Sea Region's StratMOS project. It features the following system categories as the policy intervention areas:

- **LINKS**: capacity and quality of road, rail and maritime infrastructure in the transnational corridors crossing the Baltic Sea Region, including cross-border sections.
- **NODES**: capacity and quality of intermodal terminals, dry ports and ports, quality and capacity of transhipment facilities, quality of connections with foreland and hinterland.
- **SERVICES**: availability and reliability of freight operations (regularity, frequency, speed, price), safety and security standards, traffic control solutions, performance quality and skills (e.g. in terms of labour force).
- **SYSTEM TOOLS**: planning and policymaking frameworks, regulations and principles steering the development of the transport system in the desirable directions, management and organisational approaches.

The thematic scope of the above categories will be systematically upgraded and extended, following investigation results of ongoing and future joint transport development initiatives, in line with the rolling character of the Macroregional Transport Action Plan (cf. Chapter 2).

Fig. 2: Architecture of the objectives and components in the Macroregional Transport Action Plan



Impact assessment

Each policy action features also results of external evaluation in terms of the impacts the action brings for: economic development (profit); environment (planet) and society (people) - as pillars of the sustainable transport logistics. These three pillars are then further broken down into specific aspects (see tab. 2).

Tab. 2 Pillars and aspects in the policy action impact assessment

Sustainable transport logistics	Economic development	Market offer Efficiency Reliability
	Environmental care	Energy & emissions Safety risks (mainly dangerous goods)
	Social responsibility	Security risks Working climate Social cohesion (e.g. labour mobility etc.)

Source: Conlogic AB (2012): Macroregional Transport Action Plan by TransBaltic – evaluation report

The evaluation process has tried to interpret each policy action regarding its targets and how well these targets will be met by the proposed activities. This evaluation is based on a simple scale described below:

Evaluation	
	Large effect
	Medium effect
	No effect
	Not applicable

In the 'Impact column', the category 'target' reflects the action outcomes intended by the TransBaltic project, whereas the category 'Expected effects' expresses the opinion of the evaluator. Thereby, the reader is able to compare the consistency of the opinions of the project and the evaluator, respectively.

INDEX	1
WHAT	Improve interfaces between national networks and transnational corridors for better TEN-T implementation
WHY	▪ Low accessibility of some BSR territories (such as the Barents area, the three Baltic States and areas in the northern part of Poland) results, inter alia, from insufficient supply of high quality transport infrastructure and interoperability problems ▪ According to the TransBaltic scenarios (e.g. *Baseline* and *Rivalry* – cf. TransBaltic Policy Report 2011), the accessibility of those areas may further deteriorate due to e.g. rising transport costs and strategic choices in public expenditures ▪ As the trade exchange between the BSR countries is dependent on the maritime links and crossings, the Baltic Sea and it's ports have a crucial role as an interconnector between the national transport networks (cf. actions no. 4, 5 and 6) ▪ The projected distribution of freight flows till 2030 emphasises that certain interfaces between the national transport networks are likely to see significant freight flow changes on account of identified trends (cf. page 34 in TransBaltic Policy Report 2011) ▪ The challenges above need to be reflected in the national investment plans as well as in the Commission's ambitions to create a genuine Single European Transport Area (by means of, inter alia, TEN-T core and comprehensive networks) ▪ In the BSR area still missing are some links providing access to TEN-T network, connections between TEN-T links across the sea or extensions of the TEN-T links eastwards to the EU neighbouring countries, like Russia
WHO	▪ EU and national/regional authorities responsible for infrastructural investments ▪ National transport administration (to improve technical condition of the links) ▪ Port authorities and real estate companies (for last mile infrastructure and terminal development) ▪ Transport and logistics companies (to develop services)
WHERE	infrastructural components in the BSR transport system, which are important for the area's good connectivity and accessibility, and which are forecasted to face serious capacity pressure due to increasing traffic volumes till 2030 ▪ **Sea crossing sections** of the transnational multimodal transport corridors, operated by road/rail ferries, which facilitate trade exchange in the north-south and east-west directions, connect the Baltic Sea Region with other macroregions in Europe and open the BSR as a gateway to Russia, Central Asia and Far East markets (cf. action no. 14); ▪ **The Danish Straits**, where the predicted high traffic intensity between Norway/Sweden/Finland and the main economic centres in Europe may seriously challenge capacity of the existing and planned road and rail infrastructure; ▪ **Gdansk-Gdynia-Elblag-Kaliningrad** belt, with the ports expected to note highest growth rates and

	in need of developing efficient railway connections with the hinterlands; ▪ **Road/rail link along the southern coast of the Baltic Sea** (Szczecin-Gdańsk-Olsztyn-Ełk), which spans the CETC (Central European Transport Corridor), Baltic-Adriatic and Via/Rail Baltica corridors, increases efficiency of rail connections to the seaports and rail/road border crossings, and which needs multilevel support in the period 2014-2020 investment plans for the sections included in the revised comprehensive TEN-T network; ▪ **Ports in the northern part of the BSR** handling large volumes of raw material-based products for further processing in other areas in Europe and Asia, and providing connections to the remote and peripheral areas (cf. action no. 3); ▪ **North-South road and rail links**, which connect the South Baltic ports (from Rostock to Klaipeda) with the Mediterranean, Adriatic and Black Sea areas, and which may become an alternative option for transporting goods to and from the BSR following the modal backshift from sea to road presumably caused by the IMO Sulphur Regulation; ▪ **A cluster of Russian ports in the Gulf of Finland**, which - apart from liquid fuels - are forecast to handle growing volumes of containerised goods for the national market; ▪ **Ports of the three Baltic States (Estonia, Latvia, Lithuania)**, which may specialise in serving rail-borne cargo on landbridge connections to Central Asia and China
HOW	▪ Communicate benefits of capacity investments in the infrastructure bridging the national transport networks for the sustainable and robust transport system in the Baltic Sea Region to relevant authorities at the EU and national levels ▪ Promote a transnational (macroregional) context of investments in the interconnecting infrastructure as a strategic issue in the implementation of the EU Baltic Sea Strategy ▪ For each geographical area mentioned above - specify infrastructural components, make more detailed analysis in terms of their strategic significance and implementation feasibility, and define a set of actions (cf. action no. 19) ▪ Discuss pre-requisites for including the needed infrastructural components in the national investment plans of the BSR countries ▪ Conduct dialogue with the Commission and the relevant national authorities with a purpose to: (1) support links interconnecting the transnational multimodal transport corridors (as exemplified by the road/rail link along the southern coast of the Baltic Sea) in the TEN-T comprehensive network and accelerate investment process; (2) better address the sea crossing sections of the transnational multimodal corridors in the BSR as a maritime dimension of the TEN-T policy (cf. action no. 4); (3) extend the TEN-T status connections eastwards to functionally integrate the NW Russia with the BSR ▪ Ensure financial support for the implementation of the needed infrastructural components in the 2014-2020 programming period (including the future Connecting Europe Facility, Cohesion Fund and Structural Funds)
WHEN	Till 2020
DIMENSION	INTERNAL
CATEGORY	LINKS & NODES
Critical factor	Multilevel governance arrangements between the EU, national, regional and local levels, with support from transport administration and business sector, availability of sufficient funding and necessary prioritisation of relevant infrastructural components in national investment plans
Effects of the action	More integrated, sustainable and robust transport networks in the BSR; increased seamlessness and infrastructural capacity of north-south and east-west flows across the BSR, improved internal and external accessibility of the more peripheral and remote areas, boosted intermodal transport; increased efficiency of rail connections to seaports and rail border crossings
Case of no action	Persisting infrastructural bottlenecks between transport networks of the BSR countries, increased intraregional disparities (e.g. between urban and rural areas and between BSR subregions), less competitive sea and rail transport offer compared with road transport
ORIGIN	TransBaltic Policy Report 2012; Task 3.2 scenario report; Task 3.4 report: 'Study of the conditions and potential of the rail link between Szczecin, Koszalin, Slupsk, Gdansk, Olsztyn and Elk' ; Task 5.5 report: 'Study of the potential and the spatial conditions of the North-South green transport corridor in Poland'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	2
WHAT	Increase potential for intermodal flows through enhanced corridor planning
WHY	▪ Poor knowledge about impact of infrastructure improvements on logistics operations and strategic actions of the business stakeholders ▪ Possible overestimation of intermodal transport effects brought by single investment decisions in transport corridors, as other capacity bottlenecks along the course of the corridors, e.g. in rail, may still remain ▪ Long process (in time) before benefits of investments can be fully absorbed by the users of infrastructure ▪ Analysis of flows and distribution chains performed in the corridor by the commercial actors essential for boosting intermodal transport ▪ Tailoring transnational infrastructure investments to the needs of the business community operating in a particular corridor (through more coherent and business-oriented approach) could benefit the economic efficiency of such investments
WHO	▪ EU/national governments/corridor management structures (coordination of corridor planning and harmonisation of investments) ▪ Regional/local authorities (planning of regional infrastructure, land use procedures for the development of local industrial zones) ▪ Universities and research organisation (knowledge development and transfer) ▪ Private companies (terminal development in strategic nodes) ▪ Road/rail operators
WHERE	Transnational transport corridors crossing the Baltic Sea Region based on the experience of the Fehmarn Belt case
HOW	▪ Identify transnational corridors in the BSR where the need for and benefits from logistics aspects in the corridor planning are assumed to be the greatest ▪ Investigate such investments in the selected transnational transport corridors, which are crucial to unblock potential for long-range intermodal operations by the business community ▪ Select the most relevant commercial groups of interest operating in the corridor (e.g. cargo owners, road/rail/maritime transport operators etc.) for a dialogue on the identified investments ▪ Perform case studies to analyse effects of planned investments on location and logistics structures, relocation/expansion decisions, supply chain parameters (delivery time/cost) etc. of the selected companies ▪ Develop a package of proposals perceived by the business sector the most significant from the intermodality point of view (infrastructure improvements and interrelated tax, fee or regulation harmonisation measures etc.) for potential insertion in corridor development plans (cf. action no. 19)
WHEN	Current transnational corridor management processes
DIMENSION	INTERNAL
CATEGORY	LINKS & SERVICE TOOLS
Critical factor	A coherent corridor view on the required investments prevailing over individual interests; awareness of the potential benefits stemming from this action and willingness of the identified stakeholders to cooperate and share the necessary information
Effects of the	Mitigated risk for scattered and ineffective, from the intermodality standpoint, investments in

action	transnational transport corridors, a more coherent and business-oriented approach to corridor planning in support of increased intermodality, with related benefits for the environment and the economy; a potential new supplement and dimension in the current cost-benefit analysis models
Case of no action	Hampered development of intermodal solutions due to low adequacy of the decided investments for intermodal transport; longer time to capitalise benefits of investments; continued preference given in the strategic actions and logistics operations by the companies to road transport
ORIGIN	TransBaltic Task 3.4 report: 'The Fehmarn Belt Fixed Link and the effects on logistics strategies and development zones'; Task 4.1 report: 'The assessment of influence of Gdańsk and Gdynia sea ports on the social and economic situation in the Pomorskie Region'; Task 5.5 report: 'Study of the potential and the spatial conditions of the North-South green transport corridor in Poland'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	**3**
WHAT	Increase the intermodal potential of east-west transport corridors linking Scandinavia and the Baltic States with Russia and Asia
WHY	• Expected increase in exploitation of natural resources (e.g. iron ore, timber) exceeding the capacity of the current rail system ▪ Logistics chains of manufacturing companies located in Scandinavia, Finland and the Baltic States extending towards Russia (where e.g. assembly plants are situated) ▪ Russia likely to become a growing trade partner following the country's accession to the World Trade Organisation (WTO), which may make some companies change their supply chain strategies ▪ Need to develop more efficient east-west connections to increase robustness of the BSR transport system (cf. action no. 1); ▪ Current transport infrastructure, facilities and other resources in the corridors not used to the full potential due to weak intermodal offer and the existence of administrative bottlenecks related to customs and border crossings into Russia
WHO	▪ Municipalities and regional authorities along the east-west transport corridors in Norway, Sweden, Denmark, Lithuania, Latvia, Estonia, Finland and Russia ▪ Port authorities in Norway, Sweden, Denmark, Lithuania, Latvia, Estonia, Finland and Russia ▪ National administration in Norway, Sweden, Denmark, Lithuania, Latvia, Estonia, Finland and Russia, responsible for specific services (e.g. ice-breaking, customs, border control etc.) ▪ Transport service providers and train operators ▪ Northern Dimension Partnership on Transport and Logistics
WHERE	Nordic Logistics Corridor (NLC), Midnordic Green Transport Corridor, East West Transport Corridor and other transnational east-west transport corridors in the BSR
HOW	▪ Establish a coordinating structure/organisation to streamline all different, stand-alone supply chains in a given geographical area into an effective and sustainable corridor (cf. action no. 19) ▪ Carry out dialogue with cargo owners/transport operators to safeguard a base volume for the corridor and sufficient supplies for the rail/road/sea transport ▪ Make operational/investment plans to secure regularity and reliability of services in the given corridor (e.g. efficiency of the ferry links along the corridor, unloading facilities in the corridor nodes, international status on all border crossing points for road and rail transport etc.). Also, explore funding opportunities from the EU and international financial institutions. ▪ Carry out dialogue with relevant authorities in Sweden, Lithuania, Latvia, Estonia, Finland and Russia to highlight a need for simplified procedures (e.g. border crossing formalities and customs clearance), and refined railway regulations (e.g. to allow transporting duo trailers on the Russian

	railway network, cf. action no. 7) ▪ Set up business cases with different stakeholders in Sweden, Denmark, Lithuania, Latvia, Estonia, Finland and Russia, with an agreement on different parts in the transport chain and an optimum economic model
WHEN	to be launched in 2012
DIMENSION	EXTERNAL
CATEGORY	LINKS
Critical factor	Possibility to influence standards and regulations to activate the intermodal transport along the corridors (e.g. simplification of the procedures for border crossings and custom clearances, influencing the regulatory frameworks for rail transport in Russia); involvement of the shippers; availability of a party & organisation willing to coordinate all the elements of the corridor
Effects of the action	An efficient set of east-west transport corridors to facilitate and strengthen the competitiveness of businesses in the BSR; avoided road detours (reduced fuel & energy consumption; potential cost savings); increased rail-based volumes on east-west corridors; improved environmental and economic performance of transnational cargo transport
Case of no action	Low share of intermodal transport in the supply chain flows in the BSR; costly alternative options (e.g. 800-km long road detour around the Bothnian Bay)
ORIGIN	TransBaltic Task 3.4 report: 'Opportunity study for the efficient transport of goods from Umeå, Sweden through Vasa, Finland, to Russia'; input from the NECL II project (MidNordic Green Transport Corridor), input from the EWTC II project

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	**4**
WHAT	Reinforce the role of BSR seaports in the EU TEN-T policy
WHY	▪ Seaports are essential nodal points in logistics chains, handling up to 90% of EU external trade and are also important for promoting growth and providing jobs ▪ In the TEN-T policy, seaports serve as strategic access points for multimodal networks, benefitting the development of intermodal transport and increasing the efficiency of the whole European transport system ▪ Maritime connections, incl. ferries, across the Baltic Sea form a backbone for ensuring connectivity between the different parts of the BSR as well as connectivity to the outside world ▪ As the cargo throughput of the seaports in the BSR is forecasted to increase (by 30% from 2010 to 2030 as stated in the Task 4.1 BPO report), stronger Baltic Sea ports could positively contribute to the improved connectivity/accessibility, intermodality and efficiency (reduced congestion) in the BSR ▪ However, the TEN-T core network is not well configured for the BSR as some core ports (e.g. Trelleborg, Szczecin-Świnoujście, Riga and Klaipėda) are not part of any core network corridor, while criteria for corridor designation are unclear; also no core corridor extension to Russia despite an important role of this country's seaports in the BSR trade exchange ▪ Current regulations for the Connecting Europe Facility (CEF) propose a lower co-financing rate for port investments (20%) than for land-based and cross border links (up to 40%), and do not explicitly mention that Motorways of the Sea (MoS) projects are eligible ▪ MoS integration in the TEN-T concept is doubtful; as the maritime transport is essential to facilitate trade exchange and travelling between BSR countries, MoS should be seen not only as port-to-port connections but primarily as services connecting hinterlands ▪ For that reason MoS need to connect ports identified as the main nodes of the network and

	constitute a maritime extension of the landside TEN-T network corridors, with equally balanced aims to reduce road congestion and improve access to peripheral and island regions and states (cf. action no. 1)
WHO	▪ EU level institutions (European Parliament, European Commission, European Council) and relevant European organisations (e.g. European Sea Ports Organisation, ESPO) ▪ national governments ▪ regional and local authorities (as hosts for some Baltic seaports) ▪ pan-Baltic organisations dealing with transport, regional development and maritime trade (e.g. Baltic Ports Organization)
WHERE	Baltic Sea area
HOW	▪ Prepare a position paper on the changes needed in the TEN-T policy configuration in the BSR from a seaports sustainable growth perspective, capitalising on the position papers from the CPMR and the Baltic Sea Commission (BSC) ▪ Organise communication and lobbying activities towards the EU and national decision-makers – joining forces with and taking advantage of ongoing efforts by the CPMR BSC and other maritime stakeholders ▪ Arrange stakeholder debates with representatives of maritime stakeholders, trade organisations, governments and EU bodies to discuss possible modifications in the TEN-T policy framework to make it responsive to seaport/maritime transport development needs in the BSR (cf. action no. 5, 6, 14)
WHEN	To be launched in 2012
DIMENSION	INTERNAL
CATEGORY	NODES
Critical factor	Common understanding of the arguments
Effects of the action	Port and maritime transport specificity of the BSR better reflected in the EU TEN-T concept with all BSR core ports included in the core network corridors setup; increased co-funding rate for port investments; strengthened role of MoS as the maritime component of the core network in the final text of the TEN-T regulation, and concrete provisions in the CEF for the funding of MoS-like projects; reduced road congestion and improved accessibility within and to/from the BSR
Case of no action	Suboptimal setup of the TEN-T network in the BSR with inefficient functional relations between various components (MoS links, seaports, landside hinterland connections)
ORIGIN	TransBaltic Task 4.1: BPO report: 'New TEN-T guidelines proposal – implications for the port sector in the Baltic Sea region'; Task 4.1 report: 'The assessment of influence of Gdańsk and Gdynia sea ports on the social and economic situation in the Pomorskie Region'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	**5**
WHAT	Exploit benefits of small seaports in the BSR transport system
WHY	▪ 66 % of all Baltic seaports classified as small ports (with annual cargo turnover below 2 million tonnes) with the overall share in the total cargo turnover of the Baltic ports merely at the 10% level (cf. Task 4.1 reports) ▪ Small Baltic ports operate on a very fragmented market, handling in general dry bulk cargo but also specialise in some types of cargo (e.g. timber, offshore wind farm equipment) and sustain local tourism and fishery; therefore, they are often neglected by decision-makers at the EU and national level ▪ Small Baltic ports are part of the local/regional growth processes and their cooperation with

	local and regional businesses as well as with other ports and municipalities is essential for strengthening their market position (cf. action no. 8) ▪ Financing of the port development is one of a key issue as very often the small ports are not able to secure the development funding by their own ▪ Small ports can act as feeders to the TEN-T core ports, and they have a potential for easing congestion in and around the biggest port by providing additional capacity ('dryport function') and alternative route options (cf. actions no. 1, 4, 6 and 7)
WHO	▪ European Commission ▪ national governments ▪ local and regional authorities ▪ national port organisations ▪ administration of small seaports, terminal operators, shipping lines, shippers ▪ pan-Baltic organisations dealing with transport, regional development and maritime trade
WHERE	Baltic Sea area
HOW	▪ Carry out communication activities towards the governmental and EU bodies on importance of small ports for the local/regional development in the BSR as well as for the TEN-T network & transport system in the BSR ▪ Remove non infrastructure-related bottlenecks in the free and unrestricted access to the BSR small ports (e.g. Pilava Strait at Vistula Lagoon/Kaliningrad Lagoon) in relation to Russia ▪ Facilitate know-how and experience exchange among the small Baltic Sea ports on development strategies and market approaches ▪ Launch a joint transnational cooperation initiative (project/platform) to assist the small BSR ports in strengthening their market position (through e.g. exploring market niches, actively collaborating with the local/regional authorities and business communities, establishing strategic partnership or alliances - either with larger ports or with the other ports in the region to offer more complex products etc.), also capitalising on experiences with port cooperation & clustering in the North Sea Region (see WPC-1 report: Identifying and analysing the characteristics of complementary ports - A study of ports in the North Sea Region. http://www.stratmos.com/home) ▪ Explore opportunities for EU, transnational (e.g. future BSR Programme) and national funding ▪ Develop competence raising schemes for personnel at small ports (cf. action no. 17)
WHEN	2012-2013
DIMENSION	INTERNAL
CATEGORY	NODES
Critical factor	Acknowledgement of the importance of small ports by EU and national authorities as well as by the business community; involvement of national port organisations in the BSR countries
Effects of the action	Modern, well-functioning small ports, with improved economic and environmental performance in terms of reduced energy consumptions and pollution, as well as better waste management, and staff with increased competence; important role played by small ports in the BSR transport system, in support of accessibility, cohesion and integration
Case of no action	Stagnating and declining small ports in the BSR; unutilised position as engines for local and regional growth and component of the BSR transport system
ORIGIN	TransBaltic Task 4.1: reports by the BPO and Prof. K.Luks from the debate: 'Development Perspectives for Small and Medium Baltic Ports' (Elblag, Poland, 7-8 June 2011)

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	6
WHAT	Facilitate the development and operation of Baltic container hubs
WHY	• Visible trends towards using inland transport infrastructure (e.g. intermodal terminals and inland transport corridors) to enlarge seaport hinterlands and to integrate ports into complex inland supply chains and networks (cf. action no. 7) • Competition between ports for overlapping port hinterland territories is fuelled by efforts of landlocked regions to establish efficient links to several gateway ports in order to offer more routing options and flexibility for shippers and logistics service providers, and to improve accessibility of economic centres • Some ports operate as hubs, through both transhipment (due to geographical, nautical and market-related advantages allowing for consolidation of flows) and inland gateway functions (due to a local cargo base and value-added services based on own technologies and skills, good hinterland connectivity, links with regional port system and local distribution networks) • BSR ports are more often handling direct calls of main line vessels (liner service networks, global terminal operators) as opposed to only serving regional and feeder traffic • Sustaining of such hub operations also requires public attention, as exemplified by success stories of the Hamburg and Gothenburg ports in handling containerised cargo and managing intermodal hinterland connections • As all TEN-T core ports in the BSR except for one (Luleå) are also container ports, a development of container hubs could strengthen the maritime dimension of the TEN-T core network in the region (cf. action no. 4)
WHO	• Local and regional authorities of the port regions in the BSR • National transport authorities • Port authorities and maritime transport stakeholders at the BSR level • Private sector stakeholders (e.g. logistics service providers, shipping lines and terminal operators)
WHERE	Baltic Sea container ports with a market potential for transhipment and gateway functions
HOW	• Identify ports in the BSR with best potential for developing as container hubs • Accommodate the hub development perspective in local and regional strategies by preparing a long-term vision of a well-developed port-hinterland system for the container hub in question; the vision should capitalise on the local geographical, economic and human resource assets set against other competitors (e.g. cost and time of door-to-door delivery, environmental savings, service quality and reliability, handling standards etc.), cf. action no. 4, 5, 7, 8, 9, 14, 17 • Develop efficient last mile and access infrastructure (in particular, railway links to the port areas to enable shuttle trains) and port suprastructure • Adopt a system-oriented approach to the port development by integrating planning perspectives for a port, port city and satellite intermodal terminals in the port hinterland, like dry ports • Consider tax incentives and other supporting schemes (e.g. land available at preferential rates) to boost port-related logistics services • Carry out marketing activities to attract third-party logistics service providers with a highest potential for operating port-related logistics centres • Ensure common-user and robust e-commerce-based administrative and commercial services in the port in order to connect them to the IT networks of administrations, shipping lines and other transport operators • Provide institutional schemes to improve the conditions and simplify the administrative procedures affecting port-related logistics centres (e.g. customs clearance of cargo or cargo inspections) • Explore option of applying for financial support from the EU CEF instrument
WHEN	Continuous process
DIMENSION	EXTERNAL
CATEGORY	NODES

Critical factor	• Willingness of the target groups to cooperate • Availability of funding for infrastructure development and modernisation • Awareness of potential benefits • Permissibility of public support under European competition and state aid rules
Effects of the action	• Developed hinterland system based on rail shuttles, with the potential to strengthen overall door-to-door logistics efficiency, the short-sea shipping segment and produce an overall environmentally efficient transport chain • Improved competitive position of the BSR as a global transport gateway • Boosted modal shift benefitting the environment and increased attractiveness for businesses to locate in the port municipality/region
Case of no action	Disharmonised planning and development efforts by the market and public players; low resistance of the port-hinterland transport solutions; higher turbulence risks for container hub development processes in the BSR
ORIGIN	TransBaltic Task 4.3 Report: 'Hub-and-hinterland development in the Baltic Sea Region'; Task 4.1 report: 'The assessment of influence of Gdańsk and Gdynia sea ports on the social and economic situation in the Pomorskie Region'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	**7**
WHAT	Implement the dry port concept in the Baltic Sea Region
WHY	• A dry port is defined as an intermodal terminal situated some 30 – 200 km into the hinterland, connected with one or several ports by rail and/or road transport, and offering all logistics facilities, which are needed for shipping and forwarding agents in a port (e.g. customs clearance, sorting, long/short time storage); in a dry port shippers can leave and/or collect their goods in intermodal loading units as if directly at the seaport • The concept may offer many benefits, as dry ports: help consolidate volumes; improve logistics competitiveness of the hinterland regions; reduce volume of the empty container transports between the sea port and hinterland; expand market share of locally based enterprises; and make the hinterland logistics more efficient (by saving CO2 and decreasing transport cost) • The concept supports the cohesion and co-modality objectives of the EU transport and regional policies, and may become a component of the future TEN-T network • The dry port concept seems very applicable to the BSR conditions as several container ports around the Baltic Sea encounter problems with the lack of space, queuing times, road access and low share of rail transport mode in cargo supply. For that reason dry ports, located in the proximity to TEN-T links, could offer an additional capacity to the container ports (cf. action no. 6) • Despite good applicability potential, the dry port concept is not on the national policy agenda in the BSR because of the low public awareness and access to good practice information
WHO	• EU and national level transport policy makers • Regional and local level public administration • Transport industry (inland terminal operators, sea ports, deep sea carriers, logistic service providers, integrators, road & rail transport companies) • Manufacturing industry and cargo owners
WHERE	whole Baltic Sea Region
HOW	• Create knowledge base of successful dry port developments and showcases applicable in the BSR conditions, e.g. as derived from the dry port cases in the North Sea area • Explore the feasibility of establishing multi-level governance mechanisms and stakeholder

	cooperation to support the development of dry ports in different parts of the BSR, based on pilot cases made in the TransBaltic project (cf. action no. 3, 5, 6, 8, 9, 11, 19) • Promote awareness of the benefits of the dry port concept as an important component of sustainable transport policies and competitive business practices, and support efforts to include the concept in EU, national and regional transport policy guidelines as well as in traffic and land use planning work • Promote utilisation of existing road/rail/terminal infrastructure in order to start up dry port operations; invest in new infrastructure when the dry port cargo volumes tend to increase • Adopt, whenever relevant, a flexible approach to the linking infrastructure between the seaport and the dry port and between the dry port and major customers, with a possibility to use high capacity road transport (e.g. duo trailers) in case no rail service is available or economically viable • Launch public-private pilot cases with dry port investments and operations in different parts of the BSR
WHEN	Start now; deployment process of a pilot case is expected to last ca. 2-3 years
DIMENSION	INTERNAL
CATEGORY	NODES
Critical factor	• Interest and involvement of the transport industry • Availability and access to feasibility studies, showcases, knowledge sharing • Transport policy support
Effects of the action	Increased transport efficiency (road/rail); expansion areas offered for seaports with limited space; reduced problems caused by increasing truck traffic close to the seaports; increased logistics competitiveness of the hinterland regions; new business models and opened new markets for transport and logistics companies
Case of no action	Slower progress in meeting EU environmental and efficiency objectives for transport operations; infrastructure capacity problems in the proximity to the seaports; lower logistics competitiveness of the hinterland regions
ORIGIN	TransBaltic Task 5.1 case studies

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	**8**
WHAT	Increase attractiveness of inland waterway transport
WHY	▪ Inland waterway transport (IWT) has a potential to meet EU transport policy challenges (internalisation of external road transport costs, reduction of emissions in transport, shift of long-haul cargo from road to other modes) and market demands (traffic congestion on connections to seaports, increase in size of IWT vessels, higher demand for transportation of large quantities of cargo at one time) ▪ IWT is attractive enough to play complementary role to maritime transport (cf. actions no. 4, 5 and 6) and under certain conditions act as an alternative to road transport (no road fees or lower risk of damage and collisions) ▪ A viable alternative for transporting non-time sensitive commodities between seaports and hinterland, cf. action no. 7 (where ships can travel frequently with relatively smaller quantities of commodities) - offering low price with a longer period of delivery ▪ Good record in serving specialised markets, like: heavy haulage, new cars, scrap metal, coal, biomass, dangerous goods, paper rolls but also with potential for containerised cargo ▪ IWT may become an important element of the logistics supply chain if the cost advantage is

	matched by quality of services, while performance drawbacks are mitigated (e.g. reliability, poor accessibility, needs some volume to be costs effective, lack of year-round operational capacity resulting from winter season problems, water level variations)
WHO	▪ National and regional public administration ▪ Waterway authorities ▪ European interest groups & stakeholder associations ▪ Shipping companies ▪ Road and rail operators ▪ Ports and inland terminal operators, incl. dry ports ▪ Universities and research organisations
WHERE	Inland waterway branch has a relatively weak position due to small market share but the major development potential exists for specific transport connections and market segments in such countries as: Finland, Germany, Russia and Poland
HOW	▪ Prepare a deeper study on pre-requisites for integrating IWT in the transport system of the Baltic Sea Region ▪ Explore the need for and feasibility of establishing an IWT stakeholder network in the BSR, possibly linking up with similar networks elsewhere in Europe ▪ Identify and specify the need for major infrastructure and capacity investments in IWT as a part of the BSR transport system, aiming to improve quality of services and integration of logistics chains; in this context inland waterway ports shall be considered as potential intermodal transport nodes according to the dry port concept; this would allow to sufficiently consolidate cargo volumes to obtain economies of scale and develop such ports as industrial, urban and regional growth engines ▪ Explore options of applying for financial support for the above investments from the Connecting Europe Facility and other relevant EU sources ▪ Conduct construction, modernisation and maintenance works to eliminate traffic obstructions on waterways, related e.g. with shallow waters, too low bridges and limited size of sluices ▪ Carry out planning work and involvement of stakeholders in the process of constructing and revitalising riverside terminals as intermodal freight transport centres ▪ Provide education measures (incl. crew training) to attain efficient management practices for inland waterway transport and riverside terminals in particular (cf. action no. 17) ▪ Deliver user-friendly, harmonised and consolidated information (e.g. on available mooring facilities, fairway and traffic-related conditions, water level and ice situation forecasts etc.) to allow inland navigation shippers for more precise planning of the logistics processes (cf. action no. 12)
WHEN	A long-term and continuous process to begin with the study and a list of infrastructure and capacity investments (to take some 1-2 years)
DIMENSION	INTERNAL
CATEGORY	SERVICES
Critical factor	Macroregional (systemic) approach to demonstrate the role and benefits of IWT in the sustainable multimodal transport system of the BSR; ability to mobilise stakeholders (e.g. shippers) and the availability of funding for the planning and implementation of infrastructure investments and capacity improvements
Effects of the action	Better utilised potential of inland waterway transport in the intermodal supply chains in the BSR; easier achievement of EU transport policy goals, like: the reduction of emissions of transport, improved mobility (reduced road congestion) and increasing efficiency of transport; benefits for the leisure and tourism industry
Case of no action	Unused potential of the IWT in the logistics supply chains; weak integration with other transport modes; decline of riverside terminals; insufficient contribution from the IWT to the EU transport policy objectives
ORIGIN	TransBaltic Task 3.4 report: 'Inland water transport in the Baltic Sea Region (BSR) transportation system'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working	Social

							climate	cohesion
Target								
Expected effects								

INDEX	9
WHAT	Optimise empty container management in the BSR
WHY	▪ Share of empty containers in the BSR much higher than the global and European average (25%, with Russian traffic even 30%, vs. ca. 22%). This is due to the imbalance of export and import flows as well as the imbalance of equipment, i.e. different kinds of cargo require different types and quality grades of container ▪ Empty movements tie up transport and storage capacities and thereby reduce the flexibility and productivity of the supply chains, with costs incurred by the container transport industry at around USD 33 billion globally (2008 census) ▪ Adverse environmental and social effects of empty container repositioning and storing (e.g. noise, air pollution and land use) in urban areas ▪ Although measures to mitigate negative effects exist, practical application is often difficult as the (empty) container transport chain is characterised by a complex multi-stakeholder environment with various reasons for empty repositioning and conflicting interests. ▪ Key players rather optimise their own system than the overall transport chain
WHO	▪ Regional public administration (transport/urban planning) ▪ Port authority (authorities) ▪ Port logistics actors, incl. shippers, transport operators, depot operators, terminal operators etc. ▪ Shipping lines ▪ Forwarders and third-party logistics providers
WHERE	BSR port cities (in order to mitigate negative impacts of empty flows particularly in urban areas)
HOW	▪ Provide information to the transport sector on empty flows, reasons and impacts, as well as on measures to improve empty container logistics ▪ Raise awareness on negative impacts resulting from empty movements ▪ Undertake analysis to make empty flows to/from the region and within the port area more transparent ▪ Conduct a stakeholder management process in order to identify the involved actors (cf. actions no. 6, 7 and 19) ▪ Build a stakeholder platform to develop optimisation measures in a given container supply chain and appoint a neural moderator ▪ Provide financial support to concrete case studies and implementation of the empty container management measures
WHEN	within next 5 years
DIMENSION	INTERNAL
CATEGORY	SERVICES
Critical factor	Involvement of empty container stakeholders
Effects of the action	▪ Mitigated negative impacts of empty flows ▪ Improving efficiency of the intermodal transport system
Case of no action	various negative impacts of empty flows will increasingly affect the living conditions, transport infrastructure, and space capacity
ORIGIN	TransBaltic Task 5.2: 'Report on empty container management in the BSR'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	10
WHAT	Establish open ICT platforms to support intermodal freight transport
WHY	• Insufficient knowledge and awareness among shippers, particularly in the SME sector, about the advantages and competitiveness of intermodal freight transport due to not easily accessible and not transparent offers • Traditional attachment of the stakeholders to road transport as the most flexible and fastest. Rail road transport recognised as not reliable • No progress in selling intermodal transport services through the open internet platforms due to such reasons as: reluctance of transport operators for placing their transport offers in the internet, difficulties with building reliable data bases, large volumes required to make optimisation services profitable, or lack of business model for transport optimisation services • Intermodal operators are focused mainly on large-volume clients. Small enterprises are not able to obtain satisfactory conditions as they are not attractive in terms of volumes • Internet tools for cooperation of companies along supply chains cannot widespread due to diversity of standards in electronic communication • The majority of the ICT tools being developed within the INTERREG transport projects are focused on optimisation of modal choice based on a travel planner concept. There is a need for more advanced applications that will be better adjusted to the market requirements (incl. modules for on-line negations of freight contract conditions and for consolidation of shipments) • Reluctance among main transport operators to offer their transport services through an ICT platform
WHO	▪ Regional public administrations ▪ Enterprises/organisations – ICT application operators ▪ Confederations of SMEs, ▪ Intermodal transport service providers and operators ▪ Logistics clusters ▪ Software companies
WHERE	All transnational transport corridors (provided the database of the tool contains time schedules and tariffs of transport operators on specific routes)
HOW	▪ Communicate success stories among transport users to show competitiveness of alternative-to-road modes of transport as well as scale of obtainable freight charge reductions ▪ Investigate, in which BSR transnational corridors the intermodal transport could be most competitive ▪ Exploit synergies with and capitalise on the experience and results of other Interreg and EU-funded projects dealing with ICT applications in freight transport ▪ Introduce an issue of open ICT platform to the agenda of international associations of freight transport stakeholders or relevant corridor management structures (cf. action no. 19) ▪ Initiate a dialogue with main transport operators on electronic communication standards, business models for the monitoring of deliveries, building database of transport offers etc. ▪ Set a system of key performance indicators (KPIs) for the intermodal supply chains in the corridor and investigate possibilities for establishing a communication platform between different systems ▪ Create consortia of SME shippers for consolidation of loads to receive better price conditions from intermodal service providers. In parallel, incentives for transport operators for preferred solutions

	for small customers may be considered (e.g. as in Marco Polo catalyst action where SMEs are rewarded for transferring of containers from road to rail) ▪ Launch the ICT platform by filling up a database with transport offers, creating negotiation module and consolidation of loads, and start selling transport services to shippers
WHEN	Deployment process of a pilot case is expected to last ca. 2-3 years
DIMENSION	INTERNAL
CATEGORY	SERVICES
Critical factor	Willingness of main transport operators to offer information on their services through an open ICT platform; ability to build up a complete database of intermodal transport offers on specific routes (to allow for optimal decision of the stakeholders on modal choice); diversity of communication standards hampering a widespread of universal electronic communication systems between transport and logistics companies; no market agreement on global standards elaborated by international standardisation organisations
Effects of the action	▪ Transport users will be supported by receiving current market information on intermodal transport solutions considered as alternative to road transport ▪ Shippers will be offered to utilise an internet tool enabling to carry out paperless freight transport contract as well as monitoring transport service progress ▪ Shippers from the SME sector may reduce their transport costs due to consolidation of cargo ▪ The tool will create an opportunity for the intermodal transport service providers for obtaining new orders, thus improving their business base ▪ Regions along the transport corridors offering an ICT-based optimisation of modal choice may obtain a high degree of co-modality ▪ Transport corridors offering optimal modal choice will concentrate flows in order to effective use of vehicle's loading space
Case of no action	Slower process of reaching market acceptance by the intermodal transport service providers; no intermodal solutions offered for SMEs as low volume customers
ORIGIN	TransBaltic Task 5.3 report: 'Deployment of the ICT tools for optimisation of the modal choice'; Task 5.3 report: 'Review of the ICT tools supporting green logistics developed in the Interreg transport projects'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	**11**
WHAT	Establish a backup system of intermodal terminals for rail traffic disruptions
WHY	▪ Very low market share of international rail transport from Norway, with ability to deliver the demanded service level regarded a critical hindrance by the market stakeholders ▪ Specific concern of shippers about rail transport flexibility in case of adverse weather or service incidents, which require backup solutions when a rail line is closed or burdened with heavy delays ▪ A related problem points at a complex process of exchanging information about delays, damaged goods etc. along an intermodal supply chain, which must see involvement of all, often competing parties in order to ensure that proper contingency plans can be activated ▪ At the same time, intermodal freight terminals along the rail route could offer service capacity e.g. for time-sensitive cargo in case of traffic disruption, but such an access requires formal agreements between train operator, infrastructure manager and terminal operator
WHO	▪ Train and truck operators ▪ public infrastructure managers

	▪ intermodal terminal operators
WHERE	Specific for intermodal freight terminals along the railway lines conveying international freight transport from Norway; yet can be adopted for any country/region of the BSR with similar hindrances
HOW	▪ Identify terminals along the relevant route, incl. dry ports (cf. action no. 7 and 19), that may serve as potential backup facilities ▪ Identify common interest between a shipper/train operator and a terminal operator to set a backup service of an intermodal terminal along the railway line (cf. action no. 18) ▪ Negotiate a contract between the involved parties on using such backup solution in case of traffic disruption, to be offered on equal terms as a standard procedure to all train operators on the given line ▪ Develop an operational scheme with deployment criteria (defining the required circumstances), commercial aspects (e.g. handling and access price, dwell time for load units and wagons), responsibilities and routines on rerouting, reporting and ordering alternative transport from the terminal to the destination etc.) ▪ If needed, adapt the general agreements to the specific case (observing the need of neutrality on the terminal operators' part and the terminal's ordinary traffic) ▪ Promote the improved reliability of the transport services to shippers ▪ Communicate the potential benefits of rail freight back-up solutions to policymakers at the European and national levels, with a view of exploring the interest and necessary conditions for working out a harmonised model with financial incentives on a larger geographical scale in the BSR
WHEN	Direct follow-up to TransBaltic, to start in 2012
DIMENSION	INTERNAL
CATEGORY	SERVICES
Critical factor	Availability of spare or overtime capacity at intermodal terminal (deployed backup plan must as little as possible reduce capacity for the regular operation of the terminal); availability of backup terminals along relevant routes
Effects of the action	Increased reliability and competitiveness of rail-based intermodal transport; new business opportunities for intermodal terminal operators
Case of no action	No backup solutions for major traffic disruption; persisting low reliability of intermodal transport
ORIGIN	TransBaltic Task 5.5 report: 'Rail transport solutions for North-South and East-West flows'; Task 5.5 report: 'Study of the potential and the spatial conditions of the North-South green transport corridor in Poland'

IMPACT	**Market offer**	**Efficiency**	**Reliability**	**Energy & emissions**	**Safety**	**Security**	**Working climate**	**Social cohesion**
Target								
Expected effects								

INDEX	**12**
WHAT	Facilitate a harmonised traffic information framework via Intelligent Transport Systems
WHY	• Intelligent Transport Systems (ITS) allow for information flow between infrastructure, vehicles and users for better transport efficiency, reduced transport cost, safety and lower environmental impact • Several implementation challenges in the effective deployment of ITS across Europe and in the BSR associated with organisational issues (e.g. lack of common standards for information sharing and communication, uncoordinated and not harmonised national regulatory frameworks, lack of expertise within local and regional transportation agencies or insufficient real-time information), business aspects (e.g. proprietary attitude to data and information) and technical matters (e.g. costs for infrastructure and technical applications)

	• Particular problem with applying ITS for truck transport due to many companies to be involved • Significant barriers also relate with lack of interoperability between modes and countries and of cross-border continuity of services as exemplified in the south-western part of the BSR (3 different ITS systems within 4-5 hours' drive) • In the south-western part of the BSR the combination of a relatively densely populated region and fast growing long-distance truck traffic makes accessibility and congestion an important policymaking issue, to which an improved traffic information may contribute
WHO	• European institutions, e.g. the ITS Committee and the ITS Advisory Group • National (alternatively - regional authorities) acting as transport regulators and traffic management bodies • Research and development organisations dealing with ITS • Freight companies implementing ITS measures • Ferry companies and private bridge companies (toll roads)
WHERE	Pilot project in the Öresund area with replication potential to other cross-border territories in the BSR and at the macroregional level
HOW	• Explore the state of ITS developments and level of standardisation in the transport sector in the BSR by capitalising on current knowledge and experiences from other BSR projects • Create a stakeholder group representing public and private actors from the BSR countries to identify the most burning challenges for harmonising ITS measures (e.g. sharing of road incident information or language barriers in traffic messaging) • Prioritise these ITS measures in the public domain, which show the highest potential for greening transport (e.g. in the traffic control category) and specify the scope of public sector support to ITS measures implemented by private companies (e.g. fleet management or cooperative systems) – as exemplified through contribution to efficiency on page 32-33 of Task 4.3 report • Launch a pilot case on a representative route connecting relevant countries - identify key actors, relevant services and information channels and necessary static (e.g. road characteristics, traffic and travel time forecasts etc.) and dynamic (e.g. weather conditions; real-time information on congestion, incidents etc.) traffic data (cf. action no. 19) • Produce recommendations on access and standardisation of traffic-related data between the countries involved as well as on information sharing and exchange procedures • Define and develop pilot case results for better interoperability of national ITS platforms, policies and initiatives (cf. action no. 8) • Explore how the findings from the above activities could support the implementation of the EU ITS Directive and the TEN-T network in the BSR
WHEN	To be launched in 2012
DIMENSION	INTERNAL
CATEGORY	SERVICES
Critical factor	• Stakeholders' involvement in the cooperation group and in the pilot case • Incorporation of results in the ordinary/running activities of European and national transport authorities and regulatory bodies (e.g. European Standardisation Organisation)
Effects of the action	Reduced fuel consumption and transport costs (greening of transports), improved punctuality of deliveries, improved road safety and safer transport of hazardous goods, better working conditions in the transport sector
Case of no action	Higher transport costs and CO2 emissions in the western part of the BSR
ORIGIN	Task 4.3 report – 'ITS for greening of transport. Case study Öresund'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	13							
WHAT	Coordinate results of EU-supported transport development initiatives							
WHY	▪ Lack of managerial schemes to identify and transfer experience of past transport infrastructure and logistics development initiatives (e.g. co-funded by Interreg, Framework Programme, Marco Polo etc.) to the ongoing and future territorial cooperation projects in the BSR ▪ Running Interreg projects miss an opportunity to improve/optimise their performance and result achievement ▪ Lack of genuine mechanism in the implementation of the EU Baltic Sea Strategy (PA Transport) to capitalise on achievements of past EU-supported initiatives in the transport and logistics area ▪ Money and human resources allocated to transnational cooperation in the BSR are not optimally exploited, with potentially adverse consequences for addressing transport and accessibility challenges by the new generation of programmes							
WHO	▪ European Commission (DG Regio) ▪ EU Baltic Sea Strategy PA Transport Coordinators ▪ Managing Authorities, Monitoring and Steering Committees of relevant programmes ▪ Lead beneficiaries and beneficiaries of projects							
WHERE	whole Baltic Sea area							
HOW	▪ Start dialogue with the European Commission (DG Regio) on pilot testing of a systemic approach in the BSR to compile achievements of past transport infrastructure and logistics development initiatives (e.g. co-funded by Interreg, Framework Programme, Marco Polo etc.) for the purpose of the new generation of territorial cooperation programmes and the implementation of the EU Baltic Sea Strategy ▪ Design a suitable methodology to enable a systematic collection of the results achieved by the completed initiatives and their transfer to the ongoing and upcoming projects ▪ Develop relevant frameworks (e.g. administrative and thematic) for implementation of the results in the PA Transport of the EU Baltic Sea Strategy and for the purpose of the new generation of territorial cooperation programmes in the BSR ▪ Test the systematic approach in transport and accessibility priority of all/selected programmes in the 2004-2020 period							
WHEN	2014-2020 programming period onwards							
DIMENSION	INTERNAL							
CATEGORY	SYSTEM TOOLS							
Critical factor	Willingness of the target stakeholders to conduct the action; availability of funding; awareness of potential benefits by the project owners and makers							
Effects of the action	Optimised performance and result achievements to the benefit of improved accessibility and sustainable transport in the BSR; better value for public funding, e.g. from EU, national and regional resources							
Case of no action	Continued sub-optimisation of performance by the projects and the quality of their results; low spending efficiency of EU, national and regional funding							
ORIGIN	TransBaltic Task 3.1: 'Transport development inventory report (2012 edition): review of performed Interreg projects in the Baltic Sea and North Sea, and their relevance for TransBaltic'							
IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	14
WHAT	Prepare the BSR transport system for a growing trade exchange with India
WHY	▪ India's process of becoming a global economic power (over 1 billion people; yearly economic growth between 8 and 10 %) not yet reflected in the country's share in the world trade (still very low when compared with China) ▪ Dynamic growth in EU-India trade volumes (which more than doubled over 2000-2008) will be further boosted by an upcoming India-EU Free Trade Agreement ▪ Low present trade volume between India and BSR countries estimated to grow by the factor of 8 till 2030 (annually by 11%), mainly driven by India's vast population and economic size, and will have significant consequences for the transport system in the BSR in terms of growing cargo volumes in ports and on hinterland networks ▪ Maritime and air transport links between the BSR and India strategically important for facilitating effective supply chains and enhancing trade flows
WHO	▪ International associations dealing with Euro-Asian transport connections ▪ National authorities in the BSR and India ▪ Intergovernmental organisations at the BSR level (e.g. Council of the Baltic Sea States) and specific pan-Baltic organisations dealing with trade and transportation (e.g. Baltic Development Forum, Baltic Ports Organization, Baltic Sea Chambers of Commerce Association) ▪ Ports and shipping lines and affiliated interest organisations ▪ Infrastructure managers and surface transport operators ▪ Universities and research organisations
WHERE	Baltic Sea Region
HOW	▪ Identify administrative and procedural barriers that may impede the trade exchange growth figures between the BSR and India ▪ Design a strategic vision and a structured agenda to combine the efforts of businesses, policy makers, and governments for stronger economic relations between the two areas ▪ Consider establishing of a strategic partnership for policy development and an action plan to address the identified hard and soft transport barriers between India and the BSR, integrated with current international processes for promoting Euro-Asian transport connections ▪ Develop a pan-Baltic approach to strengthening the ocean shipping between India and the BSR ▪ Support efforts to improve the BSR-India ocean shipping network by encouraging direct liner services to BSR ports, e.g. by offering lower port dues and shorter handling times, better facilities and/or less congestion in the adjacent hinterland links to BSR ports than in the current European hubs for Indian traffic (cf. action no. 4 and 6)
WHEN	A long-term process to start with the identification of barriers and developing of a vision and policy agenda (2-3 years)
DIMENSION	EXTERNAL
CATEGORY	SYSTEM TOOLS
Critical factor	Political commitment and financial ability to upgrade relevant hubs and transport links in the BSR to exploit opportunities and tackle challenges from the growing trade exchange with India; provision of efficient physical transport infrastructure, trade facilitation measures (e.g. tariff cuts), harmonisation of standards and regulations - of critical importance to unlock the trade potential, create trade networks and ensure better complementarity of production and services
Case of no action	The BSR is not able to fully exploit the opportunities and tackle the challenges related to the growing India trade – e.g. India liner services are established in the Mediterranean area with flows to the BSR served through e.g. Northern Adriatic ports; lower trade exchange dynamics between the BSR and India
ORIGIN	Task 3.3 report: 'India-BSR trade exchange and connectivity. A myth or reality?'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	15
WHAT	Consolidate sustainable transport development initiatives of the regional communities
WHY	• Several development initiatives tend to concentrate on single aspects of transport sustainability, related e.g. with the greenhouse gas emissions • Individual sustainable transport actions are often fragmented, sub-optimised and may even be contradictory to one another • Past experiences show that planning for more sustainable transport is a systemic thinking process, with several interrelated thematic areas (e.g. economic development, integration and cohesion, social and environmental impacts as well as sustainable use of materials, sustainable land use, and optimised resource allocation) and relevant stakeholders involved • Effective collaboration between experts and decision makers is a pre-requisite to ensure a joint understanding and promotion of sustainable transport, include a business perspective and to streamline the existing transport development ambitions, with the regional scale found the most relevant for testing • A common concept of sustainability and a shared vision may be used by all regional community actors as an umbrella for their concrete tailor-made actions • Need for bottom-up perspective for the fostering of sustainable transport in the BSR, supplementing the promotion mechanism for green transport policies (cf. action no. 16)
WHO	▪ Regional public administration ▪ Politicians (local and regional; eventually national and transnational) ▪ Municipalities (spatial planners etc.) ▪ Administration of transport nodes (e.g. ports, dry ports, terminals etc.) ▪ Other relevant stakeholders (including transport and logistics companies, cargo owners etc.) ▪ Coordinators of Priority Area Transport in the EU Baltic Sea Strategy ▪ Pan-Baltic organisations dealing with transport and regional growth (e.g. Baltic Sea Commission of CPMR, Baltic Sea States Subregional Cooperation, Union of the Baltic Cities etc.)
WHERE	Regions around the Baltic Sea (testing stage), with results prospectively extended to the macroregional level
HOW	• Identify and mobilise relevant regional community stakeholders, and set up working structures and reference groups • Design an overall vision shared by all involved stakeholders on how to achieve more sustainable transport in the region (e.g. using a backcasting method, which starts with defining a desirable future and then works backwards to identify policies and programs that will connect the future to the present) • Create a set of objectives followed by a roadmap/strategy on how to achieve them • Define a palette of mutually harmonised measures and activities, suited to the regional specificities and the competence areas of individual stakeholders, and equipped with indicators and milestones • Develop a priority list of technical, spatial, and social solutions towards more sustainable transport in the region as a platform for further steps • Prospectively communicate experiences and results from the regional to the macroregional level, also in support of action no. 16
WHEN	A rolling process with milestones for measures and actions to be in line with the overall objectives

DIMENSION	INTERNAL							
CATEGORY	SYSTEM TOOLS							
Critical factor	Involvement of dedicated and knowledgeable stakeholders with the right decision-making mandate							
Case of no action	Fragmented plans as regards e.g. spatial planning (establishment of logistics terminals), energy use and supply, investments in infrastructure and transport-related ICT solutions etc., failing to improve interconnectivity, interoperability and pre-requisites to achieve more sustainability Expensive yet sub-optimised policy and investment decisions falling short of sustainable transport goals							
ORIGIN	TransBaltic Task 3.4 report: 'Development of sustainable transport in South East Baltic – food for thoughts to achieve green transport in Blekinge 2030'							
IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	16
WHAT	Develop a dedicated assessment and promotion mechanism for green transport policies
WHY	• Insufficient knowledge among transport decision-makers at different levels and sectors about consequences of applying EU transport policy measures (laid down in the EU White Paper on Transport) in the specific conditions of the Baltic Sea Region • Unclear prospect of introducing transport greening policies in the eastern EU neighbouring countries (Russia, Belarus, Ukraine) - threatening stability of supply chains through the BSR • Strategic policy choices in less economically developed BSR countries and regions to invest in conventional road-based infrastructure, perceived as a suitable means for increasing economic competitiveness and improving connections to global and European markets • Varying market demand in the BSR for environmentally sustainable transport solutions, often associated with additional costs and low economic benefits • Implementation of green transport policy measures is important for sustainable economic growth and the cohesion of the entire BSR
WHO	• European Commission (DG REGIO, DG MOVE, DG DEVCO) • United Nations and international bodies responsible for global transport harmonisation measures • Relevant coordinators of the EU Baltic Sea Strategy • National level transport decision-makers • Local and regional authorities in the BSR • Transport operators and infrastructure managers • Transport and logistics business associations • Research organisations
WHERE	whole Baltic Sea Region
HOW	• Use the framework of the EU Baltic Sea Strategy to launch dialogue with the transport and logistics stakeholders on customising the EU transport greening policy proposals to the development specificity of different parts of the BSR • Initiate education and promotion measures (e.g. success stories in combining 'green' production with 'green logistics') to achieve a better shipper and consumer market response to environmentally sustainable transport solutions in the BSR (c. action no. 15) • Implement transport harmonisation measures between the EU and its eastern neighbours (Russia, Belarus, Ukraine) covering e.g. the issues of certification, product labelling of terminals and particular services, common cargo safety standards; and faster and less complicated customs procedures – also capitalising on current international efforts

	• Design a concept for a pan-Baltic coordinated and multidisciplinary research focusing on the requirements for implementing and managing green transport policies accustomed to the development specificities in the BSR, in particular in Russia, Ukraine and Belarus; the concept should tackle key performance indicators (KPIs) measuring efficiency of logistics chains in the BSR (as KPIs may encourage solutions to green transport operations)
WHEN	2014 – 2020 programming period
DIMENSION	**INTERNAL**
CATEGORY	**SYSTEM TOOLS**
Critical factor	• Willingness of relevant authorities and stakeholders • Availability of funding and incentives • Awareness of potential benefits
Effects of the action	• Higher likelihood of achieving Commission targets on transport operations in the EU by 2030 by: systematic lowering of the barriers to sustainable transport development; an effective cooperation mechanism between the government, service providers and traders and business environment to secure an improved transport and trade policy coordination; • Higher level of economic, social and territorial cohesion in the BSR
Case of no action	Lack of dedicated assessment mechanism (specific for the BSR), which would evaluate progress in introducing the EU transport policy, may hinder the development of cohesive and efficient transport system in the BSR as a basis for the future growth of the entire region
ORIGIN	TransBaltic Policy Reports (2011, 2012); TransBaltic Task 4.3 Report: 'Implications of the EU transport policy on development of sustainable transport in the BSR'; Task 5.5 report: 'Study of the potential and the spatial conditions of the North-South green transport corridor in Poland'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	**17**
WHAT	Establish a transnational competence management system for labour force in port logistics
WHY	▪ Investment in human resources and securing so called social sustainability is essential for BSR ports, transport and logistics companies to satisfy the demand for qualified labour and stay competitive (cf. actions no. 4, 5, 6, 8 and 18) ▪ Growing demand for labour flexibility in port-related container logistics on account of: growing intensity of cargo handling, more and more common use of ICT in port operations, need to keep the qualified staff during off-peak periods on the one hand and the international regulations and standards (e.g. by the EU / ILO / IMO) on the other ▪ Good port 'flexicurity' (labour market flexibility + workers' security) in the context of global logistics requires that port operators and logistics service providers ensure the same high standard of competence ▪ The European Qualifications Framework (EQF) adopted in 2008 makes national qualification systems comparable throughout the EU and thus promotes cross-border mobility and life-long learning of workers ▪ However, BSR seaports regulate their VET needs (vocation, education, training) individually, with little transnational compatibility ▪ Also, in some BSR countries qualification and training in the field of port and logistics are still in the phase of adjustment to the European standards, with low demand for standardised VET services and a primary need to integrate the EQF into the national legislation ▪ Currently, no quantitative data are available with regard to attribution of employee numbers to the EQF reference levels

	▪ Need to speed up and harmonise implementation of the EQF Directive in the BSR
WHO	▪ public administration (national/regional/local) ▪ port authorities, port companies and terminal operators ▪ trade unions and port workers' associations ▪ port associations at the European and BSR level, e.g. European Sea Ports Organisation (ESPO) and Baltic Ports Organization (BPO) ▪ logistics networks ▪ universities (maritime profile) ▪ VET providers in ports ▪ VET certification agencies
WHERE	BSR seaports, port cities and port regions
HOW	▪ Make a comparative review of the existing VET facilities, training and regulatory standards, and VET practices in the BSR ports - to estimate future demand for labour and in particular for staff flexicurity; in that respect, study and capitalise on global experience with competence management systems in port logistics and the implementation of the EQF Directive in other parts of Europe ▪ Create a BSR platform for interested stakeholders (including corporate human resources specialists, VET providers, relevant education authorities and research institutes) to discuss specific measures to match skills of port workers to the global logistics demands ▪ Develop a systematic approach to the collection of data on EQF reference skills obtained by the port workers in the BSR in order to launch labour market policy initiatives ▪ Discuss with respective national authorities an issue of introducing minimum standards in port logistics qualifications for all companies and increased state funding for VET services ▪ Test feasibility of extending a current demo of the transnational competence management system developed in TransBaltic (Task 5.4 report) to an operational form, serving port logistics needs in the BSR and adjusted to training standards in specific country conditions ▪ Consider establishing a BSR network of excellence in port-related VET, based on a BSR stakeholders platform, to operate the competence management system
WHEN	A long-term process to begin with the comparative review and discussion on a BSR-platform for stakeholders interested in port-logistics VET issues
DIMENSION	INTERNAL
CATEGORY	SYSTEM TOOLS
Critical factor	Ability to raise sufficient interest and involvement among key stakeholders; state support in developing transnational port-logistics VET services
Effects of the action	Attained flexicurity of BSR seaports in adapting to the changing global port logistics conditions, improved staff qualifications in the port logistics sector, a better match between the demand for transport professional and the supply of appropriately trained employees, more harmonised regulatory standards and VET practices in the BSR
Case of no action	Lack of widely recognised standards in port-logistics qualifications around the BSR; competences of workers in BSR seaports not matching global demands for labour flexibility
ORIGIN	Task 5.4 blueprint report: 'Competence management system – a tool to adjust professional qualifications to the changing demands in harbour logistics'; Task 4.2 report: 'BSR survey – human capacity building in transport operations. Evaluation report'

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

INDEX	18
WHAT	Improve stakeholder cooperation for better international rail freight transport
WHY	▪ Mistrust of intermodal freight transport perceived, due to high complexity and risk attributed to international operations in comparison with national intermodal rail transport; also an ongoing transition process from the former public service monopolies to a fully commercial market ▪ Cultural differences among the intermodal supply chain parties as regards expectations, perception of agreements or approaches to solutions hamper the cooperation ▪ Insufficient education and knowledge of logistics managers in several BSR countries in terms of organising rail transport due to traditional bias towards road transport logistics ▪ Formal educational courses create little interest among the stakeholders ▪ Potential to increase the market share of rail freight on several links in the BSR ▪ Improved rail competitiveness is a major priority in the EU transport policy (see e.g. railway packages from the European Commission)
WHO	▪ European and national associations for rail freight ▪ national road and rail authorities ▪ regional public administrations ▪ parties in the intermodal supply chain, e.g. forwarders, logistics managers, train and terminal operators ▪ educational and training institutions
WHERE	All transnational corridors in the BSR with a potential for increased rail freight
HOW	▪ Systematically study and capitalise on experiences of rail freight cooperation bodies at the European level (e.g. the European Rail Freight Association) ▪ Identify stakeholders and explore the interest for establishing cooperation at the BSR level, following a test case developed in TransBaltic (cf. Task 5.5 report) ▪ Arrange workshops to identify critical success factors (e.g. reliability and productivity) and propose necessary information and education actions for international intermodal freight transport to make it more competitive compared with the road-only transport ▪ Establish a formalised platform to improve knowledge exchange in the supply chain and competitiveness of intermodal transport, followed by allocation of responsibilities the public authorities and intermodal supply chain parties ▪ Develop a joint information strategy highlighting the benefits and best practices in intermodal transport in international relations ▪ Make a review of transport schemes to handle minor disruptions without affecting the service quality (cf. action no. 11) ▪ Include the topic of international intermodal transport in training schemes for train/truck drivers, dispatchers, transport managers etc. (cf. action no. 17)
WHEN	Continuously
DIMENSION	INTERNAL
CATEGORY	SYSTEM TOOLS
Critical factor	Ability to demonstrate the benefits of rail freight as part of an intermodal supply chain and to succeed with raising awareness of common interests among the involved stakeholders in an increasingly competitive/commercial market
Effects of the action	New and improved practices based on own competence of the involved stakeholders; possible new collaboration schemes for parties with small individual cargo volumes resulting in consolidation of volumes and establishment of new or improved new freight services (in terms of higher frequency, load factor and reliability)
Case of no action	Unsatisfactory improvement in the intermodal transport performance

ORIGIN	TransBaltic Task 5.5 report: 'Rail Transport Solutions for North-South and East-West Flows'							
IMPACT	**Market offer**	**Efficiency**	**Reliability**	**Energy & emissions**	**Safety**	**Security**	**Working climate**	**Social cohesion**
Target								
Expected effects								

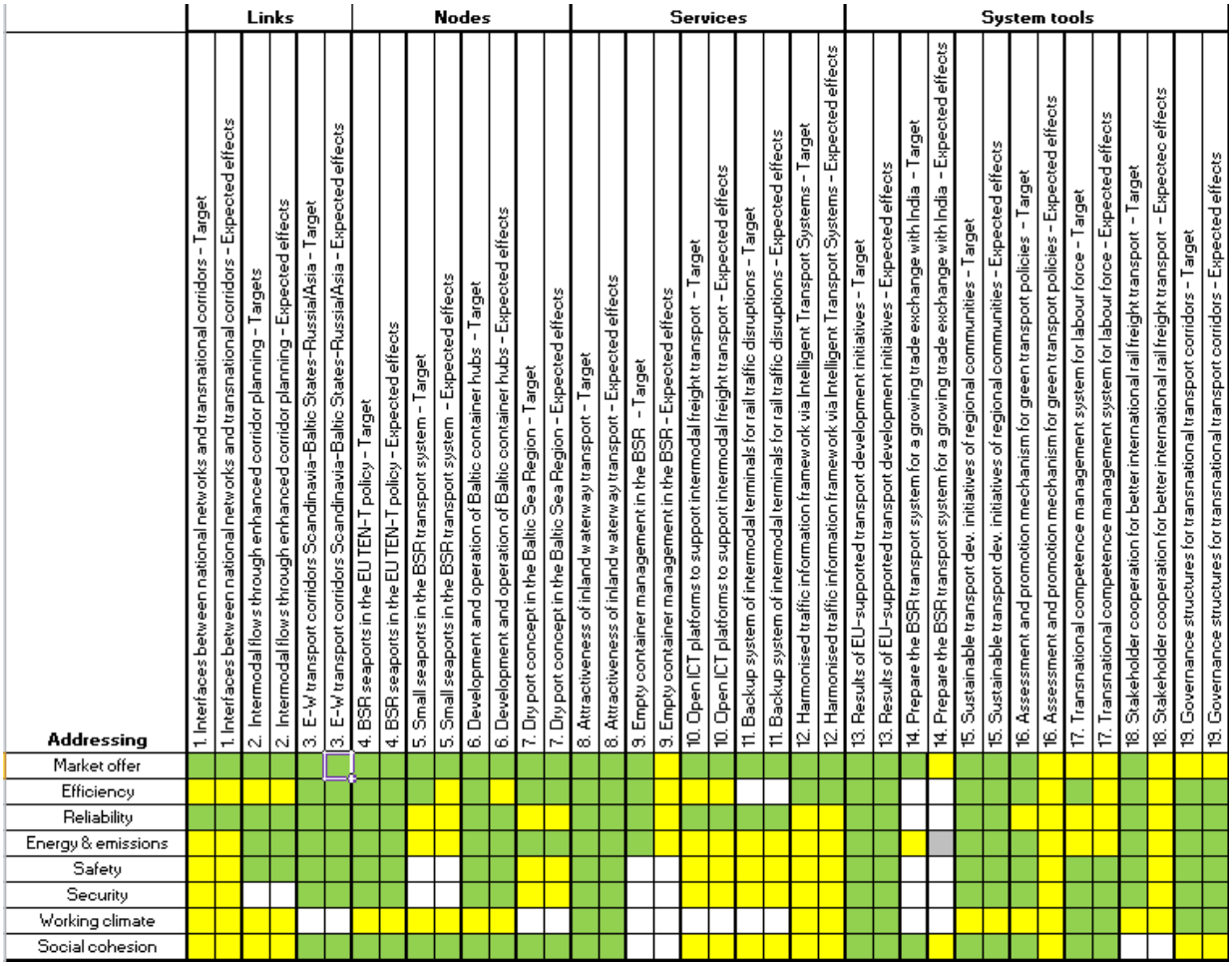
INDEX	19
WHAT	Establish governance structures for transnational transport corridors
WHY	• Need for more participatory processes to encourage a long-term commitment of different stakeholders to removing obstacles, which hinder efficient flows along the transnational transport corridor • Efforts to maintain and improve the competitiveness of transnational transport corridors and at the same time to develop and deploy a green transport corridor strategy require appropriate stakeholder management approaches at the transnational level • Accumulated experience with corridor governance in the BSR (e.g. East West Transport Corridor Association) may help complement and operationalise the EU efforts to create management structures for TEN-T core network corridors (so called corridor platforms) and rail freight corridors • Corridor management has the important tasks to: (1) Assess the corridor viability, i.e. to clarify present and/or future transport volumes through market analyses; (2) List and plan the necessary improvements of infrastructure and terminals; (3) Improve and harmonise the administrative and legal procedures governing transport in the corridor; (4) Develop a business plan to improve co-modal business models in the corridor; (5) Establish and maintain stable rules and incentives models for using the corridor • A right corridor governance structure, featuring a coordinated policy support, leadership and stakeholder involvement, shall depend on the nature of the corridor and the specific functions to be managed • Governance structures for transnational transport corridors have a potential for supporting the implementation of several other actions in this documents, such as no. 1, 2, 3, 7, 9, 10, 11 and 12)
WHO	• Political supporters and related administrations • National and regional administrations responsible for policy, infrastructure development and customs • Business enterprises that buy and sell transport services related to the corridor • Lobbying groups for advancing trade, intermodal transport, sustainable corridor management etc. • Universities and knowledge providers
WHERE	Transnational east-west and north-south transport corridors in the BSR based on the accumulated experience (e.g. East West Transport Corridor Association)
HOW	• Identify relevant key stakeholders in a transport corridor community, including their roles, responsibilities and interactions (e.g. transport service providers, shippers, infrastructure providers etc.) • Create a single point of coordination as an instrument for corridor development given the diversity of stakeholders and governmental agencies that oversee different activities within a corridor • Establish a corridor partnership with participation of public and private stakeholders from the transnational transport corridor community, with the joint objective to facilitate the provision of efficient transport services along the length of the corridor and in its hinterland • Create an institutional set-up for a corridor governance structure that consists of: (1) a high-level policy organ, (2) a core management group as a legal body, with a member assembly, a management board, and an executive secretariat, and (3) thematic advisory groups. • Set a scope of responsibilities for the created corridor governance structure as an within the areas of: policy support, trade and transport facilitation, performance monitoring, information facilitation, and communication and promotion

	• Set up funding principles for the corridor management based on reliable sources of income • Develop a mechanism to translate decisions taken by the corridor governance structure into recommendations for other bodies (e.g. European Commission, national governments), which have to take legal and budgetary steps in order to improve the corridor efficiency and to formulate relevant policies (e.g. as regards the TEN-T networks)
WHEN	Starting 2012, with the ongoing case of the East West Transport Corridor Association as a benchmark
DIMENSION	INTERNAL/EXTERNAL
CATEGORY	SYSTEM TOOLS
Critical factor	Stakeholder involvement, funding available for the corridor governance structure, efficient translation mechanism of the corridor governance structure decisions to the EU and national policymaking
Effects of the action	Coordinated transnational approach to the removal of physical and non-physical barriers to transport of goods and passengers along corridors; improved efficiency and seamlessness of freight flows along east-west and north-south transport corridors crossing the Baltic Sea Region
Case of no action	Not harmonised development measures along the course of the transnational corridor (each country adopts own solutions); lack of common standard procedures for identification of bottlenecks and other problems; uncoordinated application of green transport innovations and new technologies; lack of information about corridor performance; hampered communication and information exchange between the transport corridor community; the BSR loses an opportunity to serve as a good practise area across Europe and the world in developing and implementing green freight transport corridors
ORIGIN	TB Policy Report 2010 (foresight debates); Green Corridor Manual developed by the East West Transport Corridor II project

IMPACT	Market offer	Efficiency	Reliability	Energy & emissions	Safety	Security	Working climate	Social cohesion
Target								
Expected effects								

A compiled overview of the policy action impact assessment is presented below.

Tab. 3 Overview of the policy action impact assessment



Source: Conlogic AB (2012): Macroregional Transport Action Plan by TransBaltic – evaluation report

The table gives an insight into the strength of impacts generated by the various actions (where e.g. the more green squares attributed to the specific action, the stronger effects the action is presumed to have).

The table also informs about the range of aspects (e.g. market offer, efficiency etc.) that the actions address. In that sense, many white squares illustrate a strong thematic focus, whereas many coloured squares show a wider coverage the given action has.

Finally, the table allows for a comparison of opinions concerning the impact of the actions. The first column for the action expresses the opinion of the TransBaltic project, whereas the second column presents the opinion of the external evaluator.

Chapter 6: Implementation of the Macroregional Transport Action Plan

Further update of the document

The Macroregional Transport Action Plan is envisaged as a rolling document that will be systematically updated. In particular, this refers to the thematic extent and content of the policy actions.

Inputs in such areas as: new fuel and vehicle technologies, clean shipping, passenger services, local and regional transport, air transport etc. could be delivered by the ongoing and future transnational and cross-border projects in the Baltic Sea Region, based on their concrete results.

Also, wherever relevant, some policy actions should be specified in more detail (e.g. action no. 1) and more customised to the situation of specific subregions.

The appropriate mechanism shall be worked out by the **BSR Programme cluster on sustainable, multimodal and green transport corridors**, formed by TransBaltic and some of the transport projects active in the so called umbrella cooperation. The cluster shall become a meeting point for policy action leaders to exchange experience, and upgrade and streamline the activities.

Alignment with the revised EU Baltic Sea Strategy

The EU Strategy for the Baltic Sea Region aspires to achieve a more balanced development of the Baltic Sea Region through coordinated policies by the European Union, EU countries, regions, pan-Baltic organisations, financing institutions and non-governmental bodies.

The Communication from the Commission issued in March 2012 announces a new strategic framework for the EU Baltic Sea Strategy in response to the Europe 2020 objectives of smart, sustainable and inclusive growth and to the evolving EU policy developments. The latter refer to the proposed reforms of cohesion policy with greater thematic concentration and more prominent place given to macroregional and sea-basin strategies. 'To Connect the Region' is highlighted as one of the three overall Strategy objectives, with transport being one of its priority areas (PA Transport - to improve internal and external transport links).

The attainment of PA Transport goals requires: high-level political commitment, alignment of funding, good governance, stakeholder involvement, cooperation with the EU neighbouring countries, and a system of realistic and feasible targets and indicators.

The Macroregional Transport Action Plan fits well to the pre-requisites behind the revised EU Baltic Sea Strategy framework. It demonstrates a coordinated response from the regional authorities and business stakeholders to the challenges highlighted by the Strategy. Solutions to these challenges are sought in the sustainable regional growth context, which is promoted by the EU cohesion policy. The geographical area of the Action Plan covers the whole Baltic Sea Region, including the north-western territories of Russia, and the proposed policy actions may be looked upon in a close dialogue with the intergovernmental structures involving the Russian Federation, like the Council of the Baltic Sea States (CBSS) and the Northern Dimension Partnership on Transport and Logistics (NDPTL).

However, even though the Macroregional Transport Action Plan may be acknowledged as an important contribution to the EU Baltic Sea Strategy, it must be synergised with the outcomes of the strategic

transport development processes led by the national governments around the Baltic Sea (see bullets in the text below). Otherwise, the evident complementarities might not be achieved, to the risk of fragmented and inconsistent decision-support ground in the transport and logistics domain of the EU Baltic Sea Strategy.

The 'Priority Area Transport' coordinators in Lithuania and Sweden are thus addressed with a **postulate** to initiate efforts to put together the national and regional transport perspectives. The first step in that connection could be a meeting place to discuss mutual relations and streamlining possibilities between:

- The policy actions of the Macroregional Transport Action Plan,
- The key recommendations of the Baltic Transport Outlook as a study endorsed by the national transport ministries of the Baltic Sea countries with an aim to achieve better prerequisites for national long-term infrastructure planning in the Baltic Sea Region, and
- The list of infrastructure projects and horizontal measures under preparation by the Northern Dimension Partnership on Transport and Logistics.

EU policy and financial instruments

The financial and implementation mechanism of the policy actions in the Macroregional Transport Action Plan will, to certain extent, be dependent on the shape of EU policy and funding schemes in the programming period of 2014-2020.

At this stage, they are only in the drafting process. Therefore, the present document contains some general principles for the funding of the policy actions.

The proposed policy actions consist of a number of diverse activities put together under the same heading. Some of them are of soft character (e.g. cooperation and coordination platforms), and may be executed through own resources of the involved actors; some others require hard investments.

In consequence, each policy action will in the future be linked to a set of financial tools, profiled to the specificity and character of the activities. The selection of tools has to be made by the involved actors based on their competence, knowledge and availability/eligibility of specific instruments.

However, the Macroregional Transport Action Plan may point at some areas, where the policy and financial instruments shall better reflect the development specificity of the Baltic Sea Region, the identified transport challenges and the proposed policy actions. Thereby, they will well serve the objective of developing the sustainable multimodal transport system.

<u>Postulates to EU and national transport policy guidelines</u>

- Recognise the dry port concept as an eligible support area

<u>Postulates to the TEN-T network and Connecting Europe Facility (CEF)</u>

- Consider inclusion of all TEN-T core ports in the BSR in the core network corridors
- Provide a core network corridor extension to Russia
- Strengthen the role of maritime transport by adding maritime links to the TEN-T core network

- Upgrade the Motorways of the Sea concept by including co-modal port to hinterland connections and seaborne services, and develop relevant provisions in the CEF for the funding of MoS-like projects
- Ensure same co-financing rates for port investments as for land-based modes and cross-border sections
- Align investments in the TEN-T core network with investments in these TEN-T comprehensive network links, which interconnect them and are thereby essential for the BSR accessibility and cohesion
- Support the development of ICT solutions for the ports and transport industry in order to exchange transport information on port calls, capacities, commodities, slots for hinterland modes etc.

Postulates to territorial cooperation programmes 2014-2020

- Consider intermodal transport and the principle of co-modality in facilitating the development of transnational corridors as an underlying element of the transport actions in the new programmes
- Coordinate results of EU-supported transport development initiatives as proposed in action no. 13.

Need for multilevel governance arrangements

Commitment of policy and business actors to the implementation of the policy actions in the Macroregional Transport Action Plan is crucial for achieving a sustainable multimodal transport system in the Baltic Sea Region. However, as experience shows, several action plans, strategies or programmes developed in the past by public authorities at all governance levels have not become successful because of several reasons. These stem from insufficient human and financial resources for pursuing the agreed activities, unclear designation of roles and responsibilities, shortage of monitoring frameworks for following up the aims and targets of the cooperation – to the lack of political ownership and low involvement of the users of transport infrastructure and services.

Similar challenges stand ahead of the Macroregional Transport Action Plan. Despite long-lasting and intensive cooperation over the state borders around the Baltic Sea very little experience has been accumulated on how to absorb inputs from the joint transnational and cross-border projects in the national and regional transport planning procedures. No mechanisms have been created to embed results of jointly prepared strategic documents in political and administrative structures to avoid revisiting of the initiatives in effect of new political elections or organisational changes. There are insufficient frameworks to integrate national, regional and local transport development processes at either macroregional or cross-border scales. Lacking are also operational schemes to harmonise transport policies at different governance tiers with business concepts, in order to achieve seamless handling of freight flows in the networks of transnational multimodal corridors.

In that context, implementation of the Macroregional Transport Action Plan requires a multilevel governance approach to ensure that the policy actions are embedded and pursued in the national and regional transport planning frameworks.

Following the postulated discussion on harmonising the results of the Macroregional Transport Action Plan with the Baltic Transport Outlook study and the work conducted by the Northern Dimension Partnership on Transport and Logistics, a list of the policy actions needs to be reviewed and responsible leading entities appointed. The stakeholder management process in each of the reviewed policy actions ought to:

- develop methods to build trust and commitments among the various stakeholders interested in performing the given action,
- analyse and assess implementation constraints and proposed solutions,
- elaborate progress evaluation schemes,
- discuss financing and funding principles,
- design organisational procedures and steering mechanisms to launch the solutions in the legal/normative environment,
- create platforms for policy agreements on solutions and implementation of joint decisions.

The multi-level governance aspects presented above will be addressed in the **BSR TransGovernance** project, which builds on results of TransBaltic, East West Transport Corridor II and Scandria. Its objective is to demonstrate how multi-level governance models, tools and approaches can contribute to a better alignment of transport policies in the BSR at various administrative levels and better incorporation of the business perspective. This is expected to increase commitment of public and private stakeholders to achieving greener and more efficient transport in the Baltic Sea Region, in line with PA Transport of the EU Baltic Sea Strategy.

Implementation progress of the Macroregional Transport Action Plan shall be reported on a periodical basis to the PA Transport coordinators of the EU Baltic Sea Strategy.