Ad hoc Work Group on Transport and Infrastructure

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Survey on the transport infrastructure planning in the Baltic Sea Region

January 25th 2006

BALTIC SEA STATES SUBREGIONAL CO-OPERATION

Contents

1 The Aim of BSSSC ad hoc Work Group on Transport and Infrastructure in the Baltic Sea Region

This report is a result of the BSSSC Work Plan for 2005–2006 as well as the conclusions from the Workshop at the BSSSC Annual conference that took place in Malmö in 2004.

In the work plan the Board of BSSSC calls for strategic cooperation and continued dialogue with the aim of establishing a common transport vision and a joint spatial development perspective for the Baltic Sea Region. The importance of regions as a bridge between local, national and European levels in this process is being stressed.

Following this it was decided that the Work Group should conduct a survey of the infrastructure planning in the Baltic Sea Region. The purpose is to identify common interests as well as possible conflicts, gaps and missing links. In the next phase the survey will be analysed by the Work Group and the BSSSC Board to find possibilities, set priorities and to suggest strategies for joint actions in the Baltic Sea Region.

Effective transport infrastructure a key factor for a strong and competitive Baltic Sea Region

Most experts around the world seem to think that the infrastructure is a foundation for growth. One report from the World bank written by Kessides, "The Contributions of Infrastructure to Economic Development – A Review of Experience and Policy Implications" tries to define evidence on the impacts of infrastructure on economic development, drawing the following conclusions:

- Infrastructure contributes to economic growth, both through supply and demand channels by reducing costs of production.
- Infrastructure contributes to raising the quality of life by creating amenities, providing consumption goods and contributing to macroeconomic stability.
- Infrastructure does not create economic potential; only develop it where appropriate conditions (i.e. other inputs such as labour and private capital) exist.

In the Memorandum from 2005 to the Commission from President Barosso, "Implementing the Trans-European Networks" it is stated that "The European Union needs modern infrastructure to improve its competitiveness. Developing and improving this infrastructure is a key element in relaunching the Lisbon strategy for growth and employment. By making it possible to transport goods and persons between Member States more quickly and more easily, the trans-European network has a crucial role to play in stimulating the internal market and improving cohesion in Europe".

In her speech at the BSSSC Annual Conference that took place 2005 in Szczecin the Chairwoman of the BSSSC Work group, Annika Annerby Jansson stated "By addressing disparities in transport infrastructure provision between the old member states, the new members of the European Community and north-western regions of the Russian Federation, a wide transport policy on the pan-Baltic level may successfully enhance the competitiveness of the Baltic Sea Region and the fulfilment of the Lisbon Strategy goals for growth and employment. Thus, actions improving regional accessibility by means of transport infrastructure must be a key objective for us in the Baltic Sea region."

The regions in the Baltic Sea Area – beside national and European bodies – has an important responsibility in the planning and implementation of improvements in the transport system. It is important that these activities and measures are discussed and coordinated between region and in relation to other pan-Baltic organisations.

Last but not least shows the numerous organisations that are working actively to strengthen the transport infrastructure in the Baltic Sea Region the most significant evidence of the need for a more efficient transport infrastructure.

2 EU initiatives of importance to the Baltic Sea Region

The financial support from the EU to infrastructure projects is crucial for the Baltic Sea Region and in particular to those that cross national boarders. National public spending on the transport infrastructure according to the national policies and priorities is vital, but there are limits to the effectiveness of national action. Gaps and missing links between regions and countries are very often left out of the national priorities. In order to get the Baltic Sea Region really connected it will take cooperation between all levels. Common objectives can only be met through cooperation between the regional, national and European levels.

Below you will find a short overview of past, present and coming activities on the EU level that are of great importance to the transport infrastructure of the Baltic Sea Region

European Transport Policy for 2010

The White Paper "European Transport Policy for 2010: Time to Decide" contains approximately 60 measures. The first of these measures is designed to shift the balance between modes of transport by 2010 by revitalising the railways, promoting maritime and inland waterway transport and linking up the different modes of transport.

In the context of the trans-European networks, the Commission is proposing to concentrate on the missing links (in particular the trans-European high-speed passenger rail network, including airport connections) and infrastructure with genuine potential for transferring goods from the roads to the railways.

The mid time review that was closed on the 31 December 2005, will have to take several new and outstanding developments into account which justifies an update of the White Paper, including EU enlargement, weak current economic growth, high oil prices and new concerns, such as those relating to the safety of transport.

Trans-European Transport Network

The transeuropean Policy has existed since the Maastricht Treaty that was signed in the 1990s. In 2003, barely one third of the network had been built. And only three of the 14 specific projects endorsed by the European Council at Essen in 1994 had been completed. In view of the growing traffic in the EU expected to be doubled by 2020, the investment required to complete and modernise a true trans-European network in the enlarged EU amounts to some €600 billion.

An important part of the preparation of the enlargement has been the TINA secretariat and the TINA network handling the important corridors in the new member states in the eastern and central part of Europe.

In 2002 a High Level Group on the Trans-European Transport Network was set up by the Commission to make analyses and give recommendation on priorities and implementation of measures on the TEN-T. The Group was led by Mr Van Miert. In 2003 a new decision was taken by the European Union. 30 priority axes and projects were pointed out. The old as well as the 10 new member states were included. The decision also included a revised tool for implementing the projects. The concept of Motorways of the sea was introduced.

Priority projects of specific interest for the Baltic Sea Region are

- Fehmarn Belt railway axis
- Railway axis Gdansk-Warsaw-Brno/Bratislava/Vienna
- Motorway axis Gdansk-Brno/Bratislava/Vienna
- Öresund Fixed Link

TRANS-EUROPEAN TRANSPORT NETWORK

- Nordic triangle railway/road axis
- Rail Baltica axis Warsaw-Kaunas-Riga-Tallinn-Helsinki
- Motorways of the Sea

With regard to the financing of infrastructure projects the Commission has put forward a number of solutions in the financial perspective for 2007–2013 and has proposed a significant increase in the TEN-T budget so that these funds together with the Structural and Cohesion Funds could be used as leverage for national public funding. The Commission also proposed that a larger share of this budget should be devoted to cross-border sections.

The "Quick Start Programme"

Working together with the European Investment Bank, the Commission has identified this "Quick-start Programme" of projects. These cover both a range of decisions and immediate actions to develop both the network and the knowledge strands of the European Initiative for Growth. For transport projects, these form part of the Priorities for TEN-transport and updated financing rules for transport and energy networks that the Commission has proposed on 1st October 2003, whilst the projects related to knowledge reflect research, innovation and priorities within the Lisbon Strategy.

Pan European Transport Corridors

The Corridor concept is part of the Pan-European transport infrastructure concept, which has developed over the past 9 years along the three Pan-European Transport Conferences, 1991 at Prague, 1994 at Crete and 1997 at Helsinki. The ten Pan-European transport corridors were defined at the second Pan-European transport Conference in Crete, March 1994, as routes in Central and Eastern Europe that required major investment over the next ten to fifteen years. Additions were made at the third conference in Helsinki in 1997. Therefore, these corridors are sometimes referred to as the "Crete corridors" or "Helsinki corridors", regardless of their geographical locations. A tenth corridor was proposed after the end of hostilities between the states of the former Yugoslavia. The Pan-European Corridors have partly been included in TEN-T in accordance to the enlargement of the Union.

High level group

The High Level Group that was set up by the European Commission in 2004 to look at transport connections between the newly enlarged European Union and its 26 neighbours submitted its final report on 7 December 2005. The group was led by Ms De Palaccio. Recommendations include a mix of infrastructure projects and simpler measures aiming to stimulate trade and to facilitate traffic flows between countries along five major trans national transport axes. "Better integration of national networks will foster regional cooperation and integration not only between the EU and its neighbours but also between the neighbouring countries themselves. I am delighted with the speed and efficiency of the work of this Group. It is particularly appropriate given the 10th Anniversary of the Barcelona process and the ministerial meeting taking place in Marrakech on 16 December" declared Vice-President Jacques Barrot, in charge of transport.

A public consultation on the report of the High Level Group on the extension of the main trans-European transport axes to the neighbouring countries and regions and the way forward was closed on the 17 February 2006.

Towards a future Maritime Policy for the Union: A European vision for the oceans and seas 2005

Maritime transport is a key link in the trade chain that is Europe‹s lifeblood. Recognition of the environmental costs of road transport has further raised the importance of maritime transport and of intermodality in the transport chain.

Considering its geography, its history and globalisation the European Union is still very dependent on the maritime transport. Nearly 90% of its external trade and more than 40% of its internal trade goes by sea; on the whole nearly 2 billion tons of freight are loaded and unloaded EU ports each year; maritime companies belonging to European Union nationals control nearly 40% of the world fleet; the majority of EU trade is carried on vessels controlled by EU interests; and finally the maritime transport sector – also including shipbuilding, ports, fishing and related industries and services – employs some 3 million people in the European Union.

A Green Paper on a future EU Maritime Policy, to be adopted by the Commission in the first half of 2006, will constitute a first step towards an all embracing EU Maritime Policy.

The BSSSC rapport of Maritime Issues, Mr Günther Schulz, has finished the BSSSC position paper "Contributing to a European Maritime Policy" – The Baltic Sea Perspective that was adopted by the BSSSC Board at the Board meeting in Sarpsborg, June, 2005.

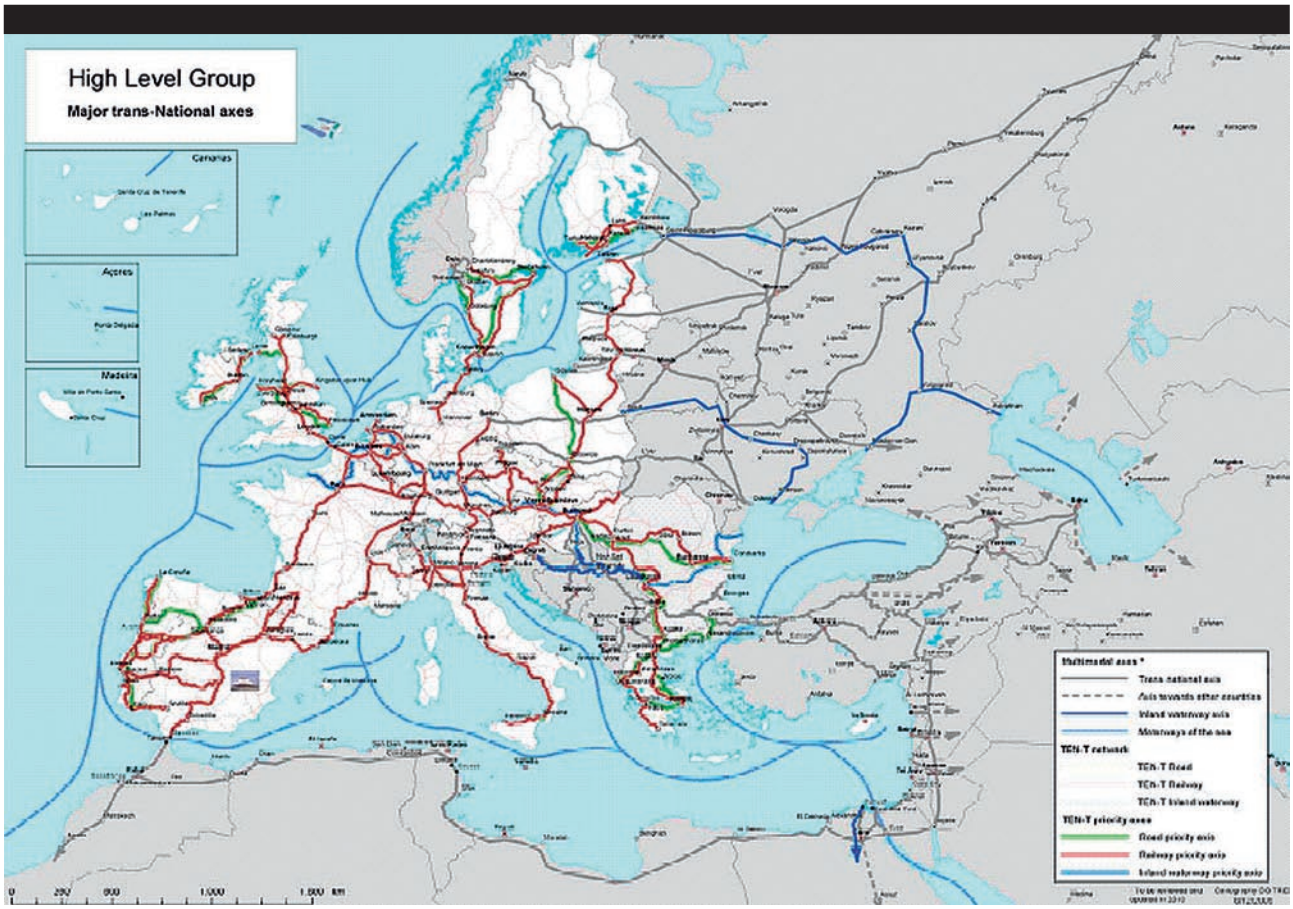
EU programme

Marco Polo II (2007–2013)

On 15th July 2004 the Commission presented a proposal to establish a second, significantly expanded "Marco Polo" programme from 2007 onwards. Marco Polo II includes new actions such as motorways of the sea and traffic avoidance measures. The programme, which has a budget of €740 million for 2007–2013, has been extended to countries bordering the EU. The Commission estimates that every €1 in grants to Marco Polo will generate at least €6 in social and environmental benefits.

Interreg III

The Baltic Sea Region (BSR) Interreg III B Neighbourhood Programme consists of eleven countries, namely the EU Member States Estonia, Denmark, Finland, Germany, Latvia, Lithuania, Poland and Sweden, further on Norway, North-West Russia and Belarus are participating. The Programme



was amended due to EU enlargement and approved by the Commission on 19 October 2004. The programme document includes an analysis of the economic, social, spatial but also environmental potential of the BSR. Concluding from that, priority fields for transnational project activities were identified. Only projects falling in this scope of priorities and measures, and attracting partners from different BSR countries will be eligible to receive ERDF support. The Interreg III B programme's specific feature is to promote joint solutions to joint problems by transnational co-operation.

Due to EU enlargement as of 1 May 2004, the four BSR new Member States (Estonia, Latvia, Lithuania & Poland) are eligible for full participation in ERDF funded projects, both as Lead Partners and project partners, starting from the fifth call for project proposals (12 January – 27 February 2004).

It is a Programme for Transnational cooperation involving national, regional and local authorities. It aims to promote better integration within the Union through the formation of large groups of European regions. The Interreg North Sea Programme comprises areas of Sweden, Denmark, Germany, The Netherlands, The Flemish Region of Belgium, UK and Norway. The areas in the region share many of the same problems and challenges and by working together and sharing knowledge and experiences it is hoped that a sustainable and balanced future will be secured for the whole region.

Interreg III A is a programme for Cross-border cooperation between adjacent regions. It aims to develop cross-border social and economic centres through common development strategies.

3 Baltic Sea Organizations

Intensive work is ongoing within many of the Baltic Sea organisations to develop and find solutions for the transport infrastructure. Below we have listed organisations that are working actively with the transport and infrastructure in the Baltic Sea Region.

Council of Baltic Sea States

The Council of the Baltic Sea States (CBSS) is an overall political forum for intergovernmental cooperation. The members of the Council are the 11 states of the Baltic Sea region as well as the European Commission. The Ad-Hoc Working Group on Transport (WGT) was established by a decision of the 4th CBSS Ministers of Transport conference, in 2001 in Gdansk, Poland. The WGT is mandated to oversee implementation of the Gdansk Declaration.

The composition of the Group includes representatives from ministries of transport of the CBSS Member States and the European Commission. According to the Gdansk Declaration, the following fields of cooperation in transport are deemed important: implementation of sustainable development of transport in the Baltic Sea region; extension and upgrading of transport corridors situated in the Baltic Sea region and linking the Region with the rest of Europe; evaluation of other initiatives to update the Pan-European corridors; development of shipping and, in particular, short-sea shipping; development and implementation of new technologies; development of inter-modal transport in the region.

CPMR Baltic Sea Commission

The CPMR Baltic Sea Commission is one of six Commissions representing the member regions of the Baltic Sea area. The Commission bases its strategy on the fundamental ideas of the Conference of Peripheral Maritime Regions (CPMR). Established by CPMR, this transport work group has presented a report/action plan to the General Assembly in 2004 which points out the main challenges, and suggests how to deal with these in the future work of the commission

Key issues

The Executive Committee mentions that an important issue for the group will be to prepare position papers and else assist and work in close connection with the CPMR Transport Intercom Group. Apart from this it's left quite open what should concentrate on, which means that the group itself may suggest what should be the key issues and have this confirmed by the Committee. As a start of a process in order to establish the group's objectives, strategies and actions one could list some key issues in the transport sector:

Safe and sustainable transport, effective intermodal transport corridors, Short sea shipping, The role and impact of ICT in the transport sector, Integration spatial and transport planning, Financing transport infrastructure, Taxes and tolls, Connections across national and regional borders, Ticketing systems and connections across different modes of passenger transport, Direct flights between regions Information and ticketing systems.The group should also take initiatives to propose or organise Interreg III B projects within its area of interest, and also prepare position papers and comment in connection with European transport policy and TEN-T revisions.

Baltic Sea States Sub-regional Co-operation (BSSSC)

The Baltic Sea States Subregional Co-operation (BSSSC) is a political network for decentralised authorities (subregions) in the Baltic Sea Region.

The BSSSC was founded in Stavanger, Norway, 1993 following a call from the Council of the Baltic Sea States, CBSS, for a regional pan-baltic organisation. Its members are regional authorities (level directly below the national level authorities) of the 10 Baltic Sea littoral states.

The BSSSC is a political network whose main organisational bodies are: The Chairperson (who is elected by the Board on a rotational basis for a two-year period), the Board consisting of two representatives of each of the BSR countries, the secretariat which follows the Chairperson and ad hoc Work Groups (currently those are: Agenda 21, Transport and Infrastructure, Northern Dimension, Youth Policy and Cohesion Policy). BSSSC also has a reporter on Maritime Issues.

The BSSSC co-operates closely with other key Baltic Sea Regional and European organisations and institutions.

Union of Baltic Cities (UBC)

The Union of the Baltic Cities is decentralized network organisation uniting the cities of the Baltic Sea region. The Union‹s aim is to promote and strengthen cooperation and exchange of experience among the cities in the Baltic Sea Region, to advocate for common interests of the local authorities in the region, and to act on behalf of the cities and local authorities in common matters towards regional, national, European and international bodies, as well as achieving sus-

tainable development in the Baltic Sea Region with full respect to European principles of local and regional self-governance and subsidiarity.

Municipal Traffic Planning is focus of the activities of the UBC Commission on Transportation. Traffic planning was traditionally planning of infrastructure for cars and public transport, but it has gradually become obvious that traffic can also be seen as an expression of human behaviour and issues connected to that have become increasingly important.

Baltic Development Forum

Baltic Development Forum is an independent non-profit networking organisation with members from large companies, business services, major cities, institutional investors and business associations in the Baltic Sea region. The mission of Baltic Development Forum is to promote the Baltic Sea region as an integrated, prosperous and internationally competitive growth region. The Baltic Sea Region is developing fast, and the EU-enlargement of May 1 2004 has given momentum to the process of further integration, increasing trade and economic growth. However, an effective and reliable transport sector is a prerequisite for economic growth, and successful deployment of the potentials of combining the various transport modes in a sustainable and effective way is probably one of the most important success parameters for future economic growth.

Against this background, Baltic Development Forum at its annual summit in 2002 initiated a Round Table, where the private sector can contribute to the debate and determine priorities for developing the transport sector and infrastructure in the Baltic Sea region.

VASAB 2010

Representatives from national and regional ministries of the Baltic Sea region (BSR) responsible for environment protection and for spatial planning met in Karlskrona, Sweden, August 1992. The conference was also attended by representatives from international organisations. It was decided to jointly prepare a document on a spatial development concept 'Vision and Strategies around the Baltic Sea 2010'.The Ministers responsible for spatial planning and development in the BSR adopted in the 5th Ministerial Conference of VASAB (Vision and Strategies around the Baltic Sea 2010) the Wismar Declaration and the VASAB 2010 PLUS Spatial Development Action Programme, in which they invite all actors to initiate and implement transnational spatial planning and development projects as well as cross-sector cooperation for all strategic development zones which support cohesion in the Baltic Sea Region.

As pointed out in the VASAB 2010 PLUS Action Programme, the improvement of accessibility to urban centres from all parts of every BSR country should be an essential goal. Not only metropolitan areas have to be connected with efficient, sustainable and safer means of transport; regions outside metropolitan areas also need better access to growth centres. A good transport network is necessary to keep the countryside alive as well.

One of the priorities of VASAB is to put emphasis on transnational projects (co-financed e.g. by the EU Community Initiative Interreg III B) such as evaluation and complementing activities on Pan-Baltic intermodal transport networks from a spatial planning and development point of view, taking into account balanced regional structures and environmental impact. Prudent spatial planning can reduce the need for transport and thus prevent land consumption for transport infrastructure and reduce harmful emissions of all modes of transport.

Annika Annerby Jansson gave a speech at the VASAB Ministerial conference in Gdansk 19 September 2005. At the conference the ministers adopted the Gdansk declaration together with the policy document "Connecting Potentials" recommended by the conference as a first step in creating a new long-term perspective for the spatial development in the Baltic Sea Region.

Baltic Ports Organisation

Included in BPO, Baltic Ports Organization are fifty or more of the most significant ports in the nine countries on all sides of the Baltic Sea. The organization was established 1991 in Copenhagen, to facilitate co-operation between the ports and to take care of the possibilities for shipping in the Baltic Sea region. Throughput of 51 member ports: 400 million tons of cargo, 3,3 million containers, 60 million passengers and 200 000 port calls. The main objective for BPO is to improve the competitiveness of maritime transport in the Baltic region by increasing the efficiency of ports, marketing the Baltic region as the strategic logistics centre, improving the infrastructure within the ports and the connection to other modes, improving co-operation with the port users/operators, applying new technology in the port sector in order to improve the performance and the integration of ports into the transport chain, improving cost efficiency, good environmental behavior, organizational development, co-operation with authorities and interest groups.

Baltic Sea Chambers of Commerce Association

The Baltic Sea Chambers of Commerce Association (BCCA) serves to unite the Chambers of Commerce of Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, Russia and Sweden. The BCCA was established in June 1992 in Rostock-Warnemünde, Germany, in order to give the business community of the region a united voice for common concerns.

The BCCA represents more than 450,000 companies belonging to all sectors of the Northern and North-Eastern European markets.

The threefold task of the BCCA is to protect and uphold the interests of private entrepreneurship by advising policymakers in business related affairs, offering services to the business community and providing facilities for contacts, debates and meetings in the region.

4 Some basic facts about the infrastructure in the Baltic Sea Region

When describing the transport infrastructure planning situation of the Baltic Sea Region it is important to show some statistics.

Table [1] shows statistics for the different transport modes in 2000.

During the time period 1996–2003 transports for freight and passengers have increased. This is in line with the development of the GDP. However, when looking into the separate modes the statistics show differences.

Tables [2] and [3] show the trends in percentage for passenger and freight transports as well as for the GDP in EU between 1996 and 2003.

Following statistics from 2002 show the total quantity of infrastructure for motorway and railway in light of the population and potential economic investments per capita.

The Motorway density is six times higher in the EU 15 countries than in the new EU 10 countries. On the other hand the new members have 60% more railway per capita than the old members (see Table 4).

The length of the motorway network in the EU grew by more than 16% between 1995 and 2002 to total nearly 55,000 km. As for the length of the rail network, it contracted by 4% during the same period and by 2002 was just under 204,000 km.

The railway networks in the new member countries are being utilised twice as much as in the old member countries for freight and a third as much for passenger transports.

Bear in mind that the GDP per capita is expected to have a high growth rate in the new member countries between 2002 and 2006. The fore cast predict around 80% for Poland and approximately 30–40% for Estonia, Latvia and Lithuania. The average figure for the whole of EU will come down to somewhere close to 15% in the same time period.

The figures above have been used when putting together the scheme below that gives a picture of the investment plans for the Baltic Sea Countries. Please note that countries with a low motorway density have high investment figures.

The following statistics show planned infrastructure investments per capita and compared to the total population on a national level. Other important funding comes from the private sector, World Bank, Municipalities and EU.

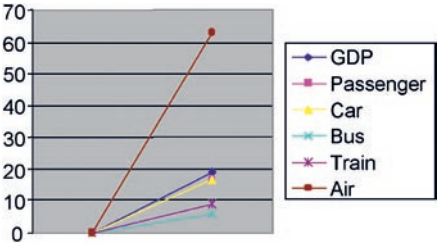
TABLE 1

Mode	Million Passenger km	Freight (million ton km)
Car, Truck	3 800 000 (EU15)	1 550 000
Bus	410 000 (EU15)	
Train	345 000	350 000
Inland waterways		130 000

Mode	Freight (million ton)
Sea	3 170

TABLE 2

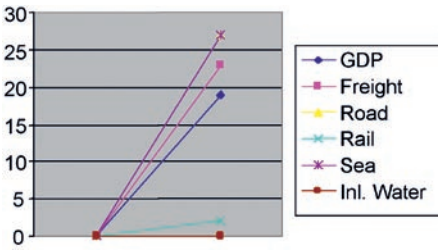
Passenger transport % growth in EU between 1996 and 2003:



Reference: The White paper on "The European transport policy for 2010"

TABLE 3

Freight transport % growth in EU between 1996 and 2003



Reference: The White paper on "The European transport policy for 2010"

TABLE 4

Country	Population (million)	Motorway (km)	Railway (km)	GDP/Capita kEuro	GDP/Capita (f.c 2006)	MW/Capita (m/kCapita)	RW/Capita (m/kCapita)
Denmark	5.4	1010	2780	25.7	29.4	188	519
Estonia	1.4	100	970	9.9	13.2	74	713
Finland	5.2	650	5850	24.1	28.1	125	1127
Germany	82.4	12140	35800	23.0	25.4	147	434
Latvia	2.4	0	2270	8.2	11.6	0	966
Lithuania	3.4	420	1780	9.0	12.6	124	527
Norway	4.5	170	4080	31.6	36.1	38	903
Poland	38.2	410	21070	9.7	17.3	11	551
Sweden	8.9	1510	11100	24.3	28.2	169	1246
EU15	378.4	53270	155700	23.2	26.1	141	412
EU25	452.6	55030	203960	21.2	24.1	122	451

TABLE 5

	Road mEuro/year	Railway mEuro/year	Sea mEuro/year	Total mEuro/year	Population (million)	Inv/Capita Euro/year
Denmark	235	115		350	5,4	65
Estonia	60	20	30	110	1,4	81
Finland				275	5,2	53
Germany	2650	1700	60	4410	82,4	53
Latvia	10	70	20	100	2,4	43
Lithuania	10	210	10	230	3,4	68
Norway	700	210		910	4,5	201
Poland	1900	190		2090	38,2	55
Sweden	380	975	10	1365	8,9	153

The figures for investment plans are collected from several documents. Following documentation will show the reference.

TABLE 6

Country	Period	Reference
Denmark	10 year (2006–2015)	Nat. inv. plan
Estonia	5 year	Estimated[1]
Finland	10 year	Nat. inv. plan
Germany	15 year (2001–2015)	Nat. inv. plan
Latvia	5 year	Estimated[1]
Lithuania	5 year	Estimated[1]
Norway	10 year (2006–2015)	Nat. inv. plan
Poland	3 year (2004–2006)	Nat. inv. plan[2]
Sweden	12 year (2004–2015)	Nat. inv. plan

[1] Reference: "Transport Sector Restructuring in The Baltic States", Lauri Ojala and others, 2003. All other information is collected from the report "Europe in figures – Eurostat yearbook 2005".

[2] include other money for same object

Note: EU has a proposal for a budget for investment about 15 billion Euro for seven years.

5 Important Transport Corridors in the Baltic Sea Region – current status and planned improvements

One of the main aims for the BSSSC ad hoc Work Group on Transport and Infrastructure in the Baltic Sea Region has been to try to identify important corridors and links that connect the regions of the Baltic Sea Region as well as with the rest of the world. The work Group has used three types of definitions as a base when identifying corridors. These are existing corridors and well-developed links, TEN-T corridors and links and Pan-European corridors and links.

In addition to this, the Work Group has identified a fourth type of corridors in order to put together a complete map of the current area. The most important criteria for these corridors is that they must be of interregional or/and international interest.

- Existing and developed Transport corridors and links in NW Germany, Denmark and Sweden.
- TEN-T priority, Transport corridors and links pointed out from the EU ministry for traffic planning etc
- Pan-European Transport corridors, which have developed over the past 9 years along the three Pan-European Transport Conferences, 1991 at Prague, 1994 at Crete and 1997 at Helsinki.
- Other corridors and links with interest for developing the Baltic Sea Region defined by the BSSSC work group

Methodology behind the status of the transport corridors

When defining the status of the corridors the Work Group has looked at the standard of the roads and railways and their capacity for demanded transports and speed.

THE FUNCTIONAL STANDARD FOR ROAD		
Mw =	Motorway, full standard 4-6 lanes	Green
Ew =	Express way (dual carriageway)	
R =	Primary road (dual carriageway with 2-4 lines) and not through cities or least the half of the link is Motorway	Yellow
Lower then the two above mentioned levels.		Red

THE FUNCTIONAL STANDARD FOR RAILWAY		
Dt =	Double track, 200 km/h and over	Green
Dt =	Double track, 120 km/h and over or	
St =	Single track, 160 km/h and over or operated with rapid train	Yellow
Lower then the two above mentioned levels		Red

TABLE 7: IMPORTANT TRANSPORT CORRIDORS (ROAD AND RAILWAY) IN THE BALTIC SEA AREA

Corridor	Part	Road No
A	Stockholm-Göteborg	E20
	København–Esbjerg	E20
	Fredrikshavn–Hamburg	E45
	Hamburg–Berlin	E26
	Lübeck–Szczecin	A20, E22
	Szczecin–Berlin	E28
B	København–Rödby	E47
	Rödby–Puttgarden	E47
	Puttgarden–Hamburg	E47
C	Stockholm–København	E4
	Oslo–Göteborg	E6
	Göteborg–København	E6/E20
	Oslo–Stockholm	E18
	Turku–Helsinki	E18
	Helsinki–border RU (S:t Petersburg)	E18
D	Gdansk–Katowice	E75
E	Szczecin–Gdansk	E28
	(Gdansk)–border LT	–
F	Malmö–Ystad	E65
	Swinoujscie–border CS	E65
G	Warszawa–Riga	E67
	Riga–Tallinn	E67
H	(Tallinn–) Helsinki–Vaasa	E12
I	Stockholm–Sundsvall	E4
	Sundsvall–Haparanda	E4
J	Klaipeda–Vilnius	E85
	Vilnius–border BY	E28
K	Berlin–Warszawa	E30
	Warszawa–border BY	E30
L	Tallinn–St. Petersburg	E20
	Tallinn–border RU (SO)	–
	Riga–border RU	E22
M	Højmølle/Nykøbing–Gedser	E55
	Rostock–Berlin	E55
N	Norrköping–Kalmar–Malmö	E22
O	Narvik–Torneå–border RU	E4, E10, E75

IMPORTANT TRANSPORT CORRIDORS (ROAD AND RAILWAY) IN THE BALTIC SEA AREA

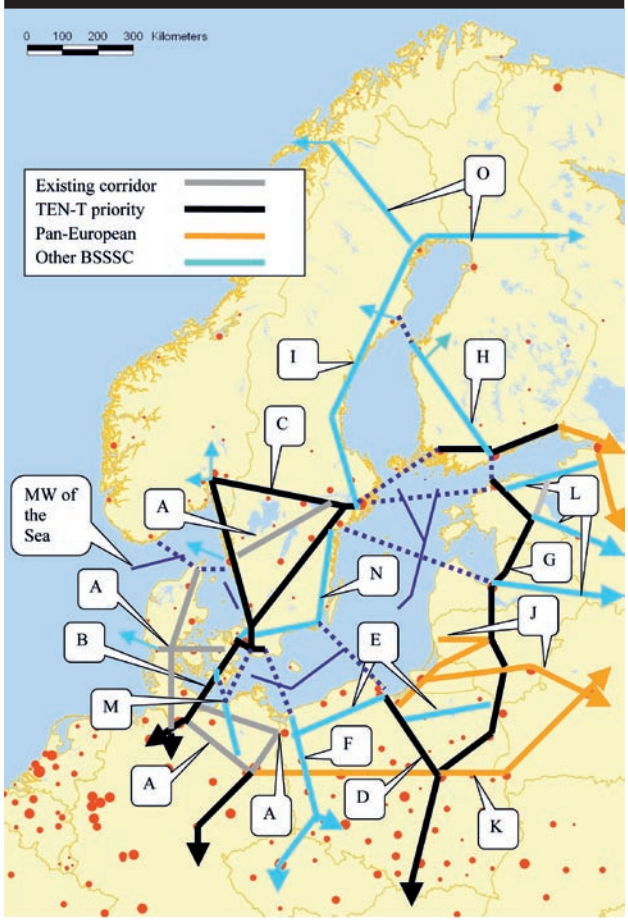


TABLE 8: IMPORTANT TRANSPORT CORRIDORS (ROAD AND RAILWAY) IN THE BALTIC SEA AREA (SEE FIG. 1)

Corridor	Part	Road No
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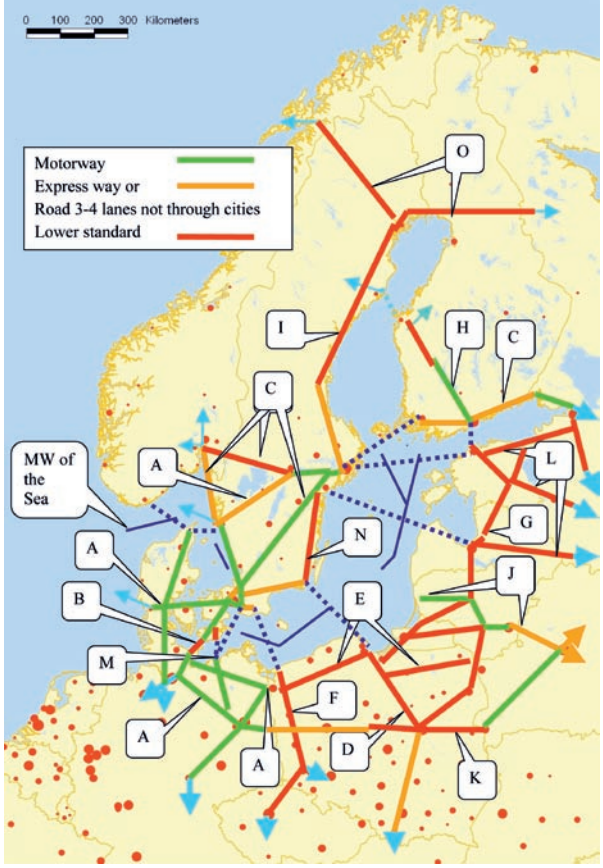
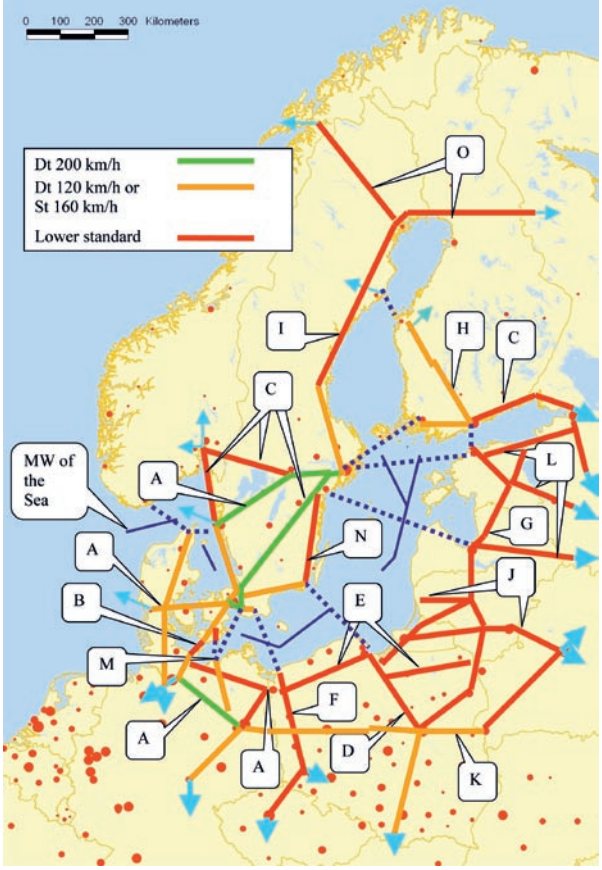
	København–Esbjerg	E20
	Fredrikshavn–Hamburg	E45
	Hamburg–Berlin	E26
	Lübeck–Szczecin	A20, E22
	Szczecin–Berlin	E28
B	København–Rödby	E47
	Rödby–Puttgarden	E47
	Puttgarden–Hamburg	E47
C	Stockholm–København	E4
	Oslo–Göteborg	E6
	Göteborg–København	E6/E20
	Oslo–Stockholm	E18
	Turku–Helsinki	E18
	Helingki-border RU (St. Petersburg)	E18
D	Gdansk–Katowice	E75
E	Szczecin–Gdansk	E28
	(Gdansk)–border LT	–
F	Malmö–Ystad	E65
	Swinoujscie–border CS	E65
G	Warszawa–Riga	E67
	Riga–Tallinn	E67
H	(Tallinn–) Helsinki–Vaasa	E12
I	Stockholm–Sundsvall	E4
	Sundsvall–Haparanda	E4
J	Klaipeda–Vilnius	E85
	Vilnius–border BY	E28
K	Berlin–Warszawa	E30
	Warszawa– border BY	E30
L	Tallinn–St. Petersburg	E20
	Tallinn–border RU(SO)	–
	Riga–border RU	E22
M	Højmølle/Nykøbing–Gedser	E55
	Rostock–Berlin	E55
N	Norrköping–Kalmar–Malmö	E22
O	Narvik–Torneå–border RU	E4, E10, E75

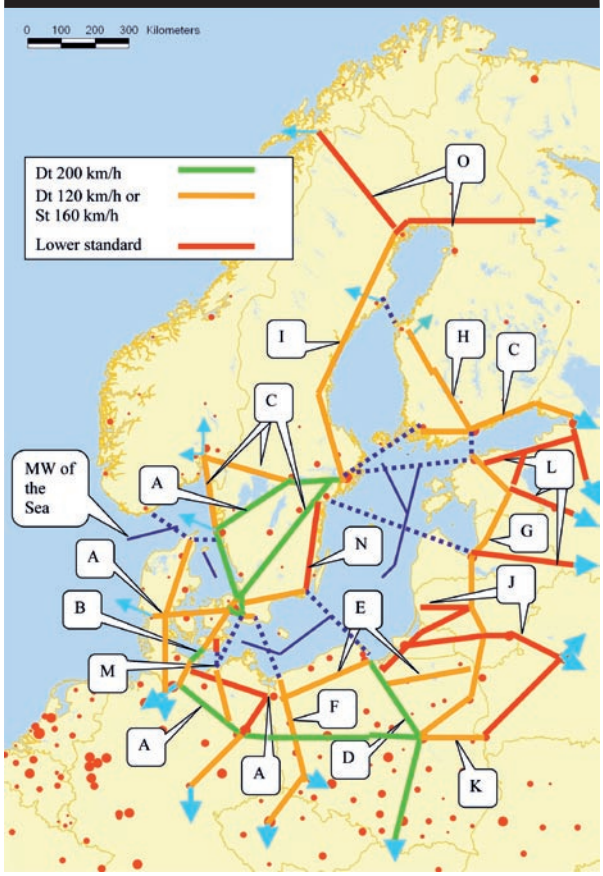
PRESENT STATUS FOR ROADS IN THE BALTIC SEA AREA



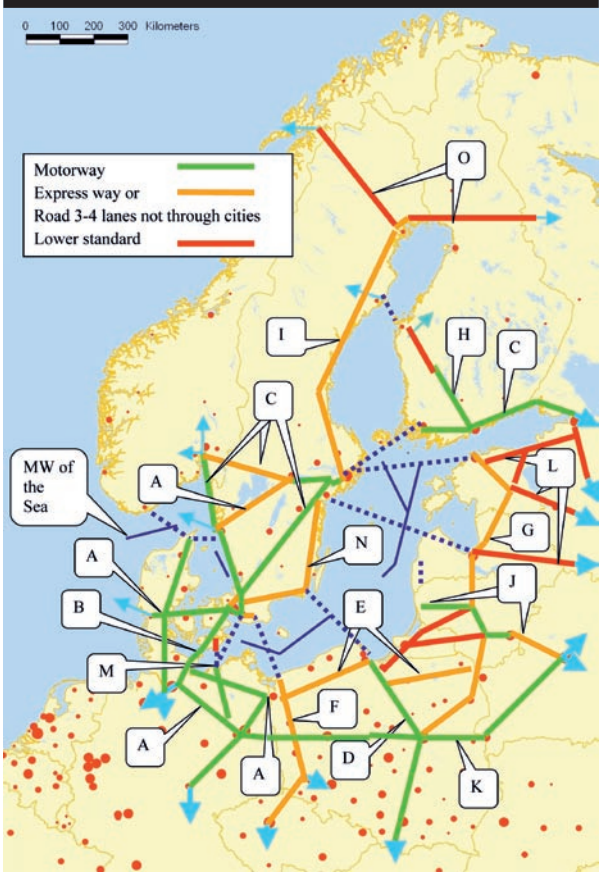
PRESENT STATUS FOR RAILWAYS IN THE BALTIC SEA AREA



STATUS FOR ROADS IN THE BALTIC SEA AREA AFTER INVESTMENT PROGRAMMES



STATUS FOR RAILWAYS IN THE BALTIC SEA AREA AFTER INVESTMENT PROGRAMMES



6 Interregional Transport and Infrastructure Projects

The impressive number of interregional Transport and Infrastructure projects in the Baltic Sea Region is a consequence of the need to get the region connected. For the survey of the planning situation these projects have contributed with important input.

Interregional infrastructure projects: Study on goods flows and maritime infrastructure in the Baltic Sea Region

The Motorways of the Sea concept aims at improving cohesion and access to peripheral and island regions and states and/or reducing road congestion. One approach is to concentrate flows of freight on sea-based logistical routes by improving existing maritime links or establishing new viable, regular and frequent maritime links for the transport of goods between member states.

The aim of the task force's meetings has been exchange of information related to the Motorways of the Sea concept and concretisation of the concept. The task force has established five sub-groups (infrastructure led by Poland, financing led by Germany, icebreaking led by Sweden, information motorways led by Finland, Safety and security led by Estonia).

The study shall cover the whole Baltic Sea region, including the following countries: Sweden, Finland, Russia, Estonia, Latvia, Lithuania, Poland, Germany, Denmark and Norway.

A comprehensive regional study on goods flows and the current and potential use of maritime transport in the whole Baltic Sea region, including maritime transport of goods to and from the region. Transport demand and goods flows shall be projected under alternative growth forecasts.

"CO-IN-CO": Corridor of Innovation and Cooperation

The corridor between Oslo, Gothenburg, Copenhagen and Berlin/Hamburg has always been a central link between Scandinavia and the Continent. Over the years the infrastructure has been improved, and recent major investments include the fixed link over Øresund, the Malmö City Tunnel, Halland railway tunnel, etc. But still the corridor consists of many bottlenecks, which makes communication between the main cities and the Continent slow and inefficient

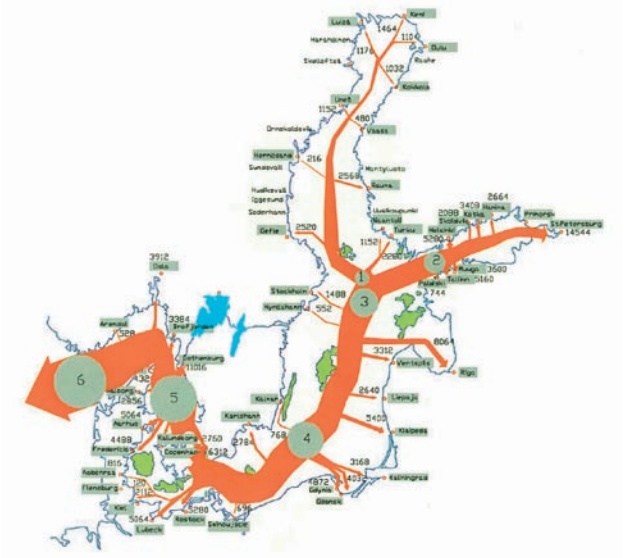
WEBSITE: www.coinco.net

BUDGET: €1,062,231

PARTNERSHIP: Denmark, Norway, Sweden, Germany (regional authorities and municipalities).

EXPECTED OUTCOME: The project will focus on the possible solutions to make freight and passenger transport in the corridor more efficient, environmental sound and provide the infrastructure for a spatial planning according to the principles of the ESDP. A dialogue process will serve as a method for developing a proposal for a joint transport policy for the corridor

INTERREGIONAL INFRASTRUCTURE PROJECTS



CO-IN-CO

The project will use the appreciative inquiry approach and include as many major stakeholders within the corridor as possible

The outcome of the CO-IN-CO-project including the partners in the Scandinavian Arena in cooperation with its sister organizations; the Baltic Gateway, STRING, the Four Corners and Baltic+ will be able to produce a widely accepted regional investment plan.

THE SCANDINAVIAN ARENA: A political body including the GO-Region and the Øresund Region and Halland. The agenda is:

- Strategic regional political cooperation
- Logistics and infrastructure
- Bio medicine and nano technology
- Environment technics export
- Culture, tourism and events

Baltic+: A strategic co-operation area

In the southern Baltic Sea Region east-west and north-south communication links cross, linking EU member states with accession countries and linking northern Germany and Poland with Scandinavia. BALTIC+ aims to establish a common political platform for co-ordination and implementation of spatial strategies and actions in the common geographical area, which we call a macro-region.

WEBSITE: www.balticplus.se

BUDGET: €3,220,356

PARTNERSHIP: Germany, Sweden, Poland (national, regional and local public auth., co-operative associations, public universities).

EXPECTED OUTCOME: The main objective is to elaborate new development concepts with a strong focus on implementation. This has to be done with respect to the geopolitical situation that emerges in view of the eastward enlargement of the EU.

EXAMPLES OF ACTIVITIES: Prepare, plan and implement investments in regional transport infrastructure to link rural areas to regional and local centres, to tourism areas and to the main transport corridors. Explore and test possibilities for more efficient public transport and passenger information systems. Improve accessibility to the ferry harbours and the transition between different modes of transport, thereby improving the possibilities for exchange between the participating regions. Assessment of the importance of regional infrastructure and public transport for transnational exchange and integration.

Baltic Gateway

Focus on the need for sustainable transport concepts in the Southern BSR (S-BSR) to meet the challenge of the progressing European integration.

WEBSITE: www.balticgateway.se

BUDGET: €2,741,600

PARTNERSHIP: Germany, Denmark, Sweden, Norway, Lithuania, Latvia, Poland, Russia (national, regional and local public auth., limited companies, co-operative associations).

EXPECTED OUTCOME:

- Position paper to clarify the future Gateway role of the S-BSR in European context
- Transnational view on a revised TEN/TINA/PETN network
- Comprehensive plan for a primary transport network for S-BSR to develop more sustainable freight transport, including short-sea shipping links and main.
- Investment plans (rail link in Skåne, ferry link Gedser-Rostock, a part of the E22).

- Practical examples of how to use ITS to improve efficiency and safety in the transport system

Baltic Gateway Plus

Implementation Plan for Realizing the Baltic Gateway Quick Start Programme. Baltic Gateway Plus is a follow up project to facilitate implementation of priority projects as agreed in Baltic Gateway project.

BUDGET: €1,000,000

PARTNERSHIP: Germany, Denmark, Sweden, Lithuania, Poland, Russia (regions, municipalities, national authorities, ports, research institutions).

EXPECTED OUTCOME: The project aims are:

- Develop an implementation Plan for priority investments in intermodal transport infrastructure and services in the South Baltic Sea area (SBSA) as identified in the Baltic Gateway project.
- Provide a base for capacity building among the actors involved in intermodal transport and sustainable spatial development in SBSA.
- Contribute to the development of implementation measures for trans-national projects.
- Strengthen the political transport co-operation in the South Baltic Sea area.
- Facilitate implementation of selected transport infrastructure investments and intermodal transport services

InterBaltic

Intermodality and Interoperability in the Baltic Sea Region. The main challenge addressed in this pan-Baltic project is to prepare for the future growth in transportation and logistics. It is vital to bring this issue from analysis mode into concrete actions. In accordance with national international policy, a key objective is also to promote environmentally sustainable transport by shift of cargo from road to rail and sea.

WEBSITE: pn.nfk.no/interbaltic

BUDGET: €3,624 666,00

PARTNERSHIP: Denmark, Estonia, Germany, Lithuania, Latvia, Norway, Poland, Russia, Swedee.

EXPECTED OUTCOME: The overall outcome of this pan-Baltic project is thus to give private and public decision makers on international, national and regional level a mutual framework for closer cooperation, knowledge and practical experience to build up efficient intermodal transport systems. This is imperative in order to cope with increased future cargo flows as well as promoting regional development for the whole Baltic Sea Region.

NeLoC – Networking Logistics Centres

To promote the role of logistics centres in regional development, and national and international logistics chains with emphasis laid on intermodal solutions. To improve the general competitiveness of the logistics companies by providing a setting for creating Pan-Baltic partnerships and easy access to ICT tools.

WEBSITE: www.neloc.net

BUDGET: €2,720,466

Partnership: Germany, Denmark, Finland, Lithuania, Poland (ministries, universities, research institutions, local municipalities).

EXPECTED OUTCOME:

- A Handbook on Planning Logistics Centres with procedures, methods and case studies recommended for planning new logistics centres and development of existing ones to ensure balanced regional development and logistics efficiency.
- Increased internal and external integration of logistics centres leading to new service concepts and strengthened role of logistics centres.
- A Best Practice Handbook for Logistics Centres in the BSR with information about innovative service concepts for sustainable and effective logistics centres network activities.
- A co-operation forum for logistics centres in the BSR.
- ICT solutions and applications for logistics centres.

Nordica Development Zone

Negative impact of development trends on socio-economic and environmental aspects. Low level of awareness of zone's own identity. Various stages of development of the regions in the zone.

WEBSITE: www.viabalticanordica.com

BUDGET: €4,434,100

PARTNERSHIP: Finland, Germany, Sweden, Estonia, Latvia, Lithuania, Poland, Russia (national and regional auth., municipalities, ministries, associations, univ., found.)

EXPECTED OUTCOME:

- Increased awareness, stronger identity and co-operation in the VBNDZ.
- Information and guidance systems for tourism and railway traffic.
- Multimodal transport solutions for easy and safe travelling.
- Sustainable management and development of tourism attractions.
- Information and planning systems, and methodologies for GIS/Internet systems.

Baltic Palette II

Differences in the development levels. Focus on different levels of development between the EU countries and non-EU countries, unsustainable spatial structures, inefficient transport and communication systems, unbalanced settlement structures, urban sprawl and sea water pollution.

WEBSITE: www.balticpalette.com

BUDGET: €2,233,350

PARTNERSHIP: Finland, Sweden, Estonia, Latvia, Russia (regional and local authorities, research institutes, water protection associations).

EXPECTED OUTCOME:

- Strengthened position of the Baltic Palette Region in the EU and globally.
- Introduction of non-EU members to EU standards and policies.
- Increased ability to plan sustainable polycentric spatial structures.
- Strategies for implementing transport corridor networks.

Decision Support

The increasing complexity in the fields of transport, spatial planning and regional development in the entrepreneurial and political decision making processes.

WEBSITE: www.decision-support.info

BUDGET: €2,625,426

PARTNERSHIP: Denmark, Finland, Germany, Sweden, Estonia, Latvia, Lithuania, Poland (public companies, universities, associations, municipalities, ministries, national authorities).

EXPECTED OUTCOME:

- Inter-regional thematic network of the centres of excellence.
- Education, knowledge and technology exchange.
- Long-term strategy for the network.
- Decision support system.
- Evaluation, improvement and implementation of the developed method.

North East Cargo Link – NECL

Promoting and marketing new, speedy and safe inter modal transport system across the Mid-Nordic countries with connection from East and West.

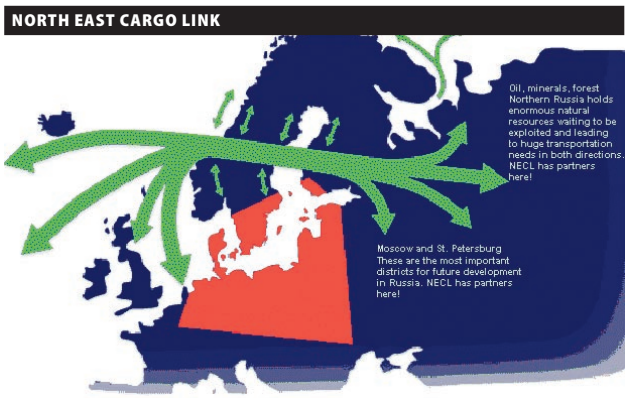
WEBSITE: www.necl.se

BUDGET: €2,705,198

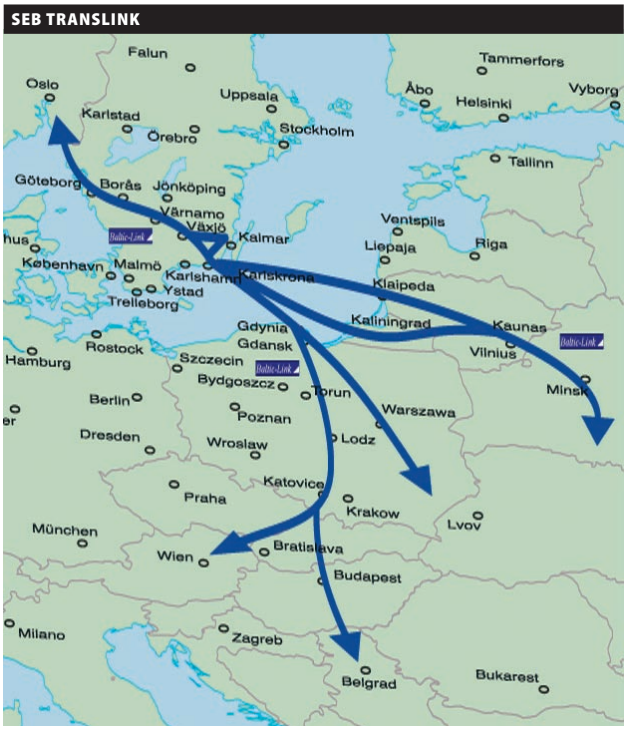
PARTNERSHIP: Finland, Sweden, Norway, Russia (national, regional and local public authorities, limited companies, co-operative associations, registered associations, public universities).

EXPECTED OUTCOME:

- A fully developed sustainable strategy for Intermodality in the Mid-Nordic Corridor.
- Rectify identified missing links, bottlenecks, border crossing problems and other obstacles.



- Exchange of knowledge and cooperation between the different national traffic authorities, which can provide mutual views when determining traffic solutions.
- Testing of an Internet-portal as a platform for information and interchange between freight operators and cargo customers in the Mid-Nordic Transport Corridor.



SEB TransLink

Underdevelopment of SEBTrans transport corridor, with focus on the North-South corridors. Bottlenecks in transportation systems.

WEBSITE: www.sebtrans.com

BUDGET: €2,260,200

PARTNERSHIP: Sweden, Lithuania, Poland, Russia (county councils, municipalities, national boards of transport)

EXPECTED OUTCOME:

- Intermodal break-point system.
- Preparation of investments, e.g. missing links along the corridor.
- Expansion of labour markets across the borders.
- Stimulation of business development.
- Actions to improve accessibility in the road-, rail and sea transport networks.
- Promotion of the development of sustainable transport systems.

Via Baltica Nordica – DART (Development of the Accessibility to the Railway Traffic)

The project partners has set the following vision for the DART theme: In the future fast and well-scheduled railway connections with high service capacity connect the city centres and serve effectively the communities at the Via Baltica Nordica

corridor. The use of private cars is not necessary as the railway traffic is faster, cheaper and more comfortable. To achieve this vision the DART project partners investigate, plan and develop solutions for improving the possibilities to use the railway traffic at the Via Baltica Nordica corridor. In this work e.g. land use, logistic chains, traffic services, information systems and railway network are important keywords.

EXPECTED OUTCOME: In the DART theme there are three main strategies:

- Railway station areas will be planned so, that the land use and connections will support the possibilities to use railway traffic. On-line information systems will be planned and implemented at the stations and logistic centres.
- Regions with well serving commuting train system will be developed so, that the railway traffic could be the main connection between the cities and the most central part of the traffic system.
- Logistical centres will be developed. The main objective is to develop organisation and service structures and information systems, which utilize the possibilities of the public transport and especially the railway traffic, using the new information technology and taking into account the needs and possibilities of the market economy structures.

InLoC

The need for more integrated and sustainable transport and communication links.

WEBSITE: www.inloc.info

BUDGET: €1,867,600

PARTNERSHIP: Finland, Germany, Denmark, Estonia, Latvia, Lithuania, Poland, Sweden, Russia (national, regional and local public authorities, public universities, public corporations, co-operative association, registered associations, limited companies, private university).

EXPECTED OUTCOME:

- Innovative co-operation networks of all actors in transport chains as well as networks of the logistics centre related actors.
- Improved integration of ports, logistics centres and other operators, and port-hinterland-logistics centre connections thus contributing to the development of sustainable communication links and more efficient cargo handling and transport.
- Development in multimodal transport and better marketing of logistics centres.
- Better integration of logistics aspects in spatial planning processes.
- Better knowledge of land use and environmental requirements of transport and logistics operations.
- Integrations of ICT-based transport and logistics networks and practical technical solutions for networking different actors in transport chains.
- Increased knowledge of the public and logistics centre related actors on logistics centre development and logistics in general.

Baltic Tangent

Remote location of the area concerned to main traffic arteries and centres of economic development.

WEBSITE: www.baltictangent.org

BUDGET: €2,077,300

PARTNERSHIP: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Sweden, Poland and Russia (national, regional and local public authorities, public associations, research organisations).

EXPECTED OUTCOME: Pre-conditions and options for the development of the area as a secondary transport network transnational transport infrastructure strategy partnership and an activity plan for effective implementation of the results.

LogVas

Unused logistic potentials for value added services in port located areas.

WEBSITE: www.isl-bc.com

BUDGET: €1,431,000

PARTNERSHIP: Finland, Germany, Sweden, Lithuania, Poland (universities, local authorities)

EXPECTED OUTCOME:

- Development of a traffic information model and logistic maps, which shows potentials and point out economic as well as political planning strategies.
- Design of a logistic market concept.
- Brochures, position papers, guidelines for decision makers.

BalticMaster

Local and regional actors are only little involved in planning concerning safety at sea, but have to deal with the consequences of shipping in the Baltic Sea and potential ship accidents, esp. with oil and hazardous goods.

WEBSITE: www.balticmaster.org

BUDGET: €4,358,220

PARTNERSHIP: Denmark, Finnland, Germany, Sweden, Estonia, Lithuania, Poland, Russia (universities, local/regional/national authorities, registered associations, limited companies)

EXPECTED OUTCOME: Improved maritime safety in the Baltic Sea through involving local and regional actors in processes of preparedness, prevention, planning and education.

Northern Transport-Political Network

Most of the goods transported across Europe move along corridors: main transport routes providing shorter travel times between key locations. The areas along these corridors attract a lot of investment because of their good connections with the rest of Europe and there is a danger that regions which do not have good access to the corridors will fall behind.

Much of Scandinavia finds itself in this position and this project therefore promotes the development of a corridor from southern Norway and western Sweden, through Denmark and northern Germany and onwards to Central Europe. Political backing is one condition for success as is a good understanding of how existing infrastructure and regional transport strategies and plans could be integrated with the corridor. The project works on these issues and is also seeking to integrate sustainable transport solutions with the corridor. The result will be a realistic plan for developing the corridor, which could serve as a template for similar developments in future.
WEBSITE: www.ntn.dk

Northern Maritime Corridor

For this project the programme has teamed up with the Northern Periphery Region to cover an area running from northern Russia to the major ports of the North Sea Region. Ever greater volumes of shipping are expected in coming years on the routes running from Russia along the Norwegian coast and down into the rest of Europe and no one country working alone can guarantee the safety and development of this route.

The opening up of the oil fields in the Barents Sea will lead to much more tanker traffic and with such potentially hazardous cargo action is needed to manage the associated risks. Increased shipping, however, also represents an opportunity for ports in the region.As use of the sea corridor develops, it will also open up for transport of other goods. The project is therefore helping ports to organise into clusters so they can compete together to promote and secure contracts for goods shipment within the region. Seafood is one potential growth market and a regular service for shipping paper has already been established.
WEBSITE: www.northern.maritime.corridor.no

Seaplane

The SEAPLANE project aim was to support the sustainable spatial development of the participating regions by strengthening the air transport network and its airports. This contributed to economic and social cohesion in the North Sea Region and increased accessibility of peripheral regions.

- To identify the possible future developments in the North Sea Region's air transport industry,
- To improve the regional airports' efficiency, economic sustainability to fulfil their regional spatial, ecological and social-economic function
- To identify new passenger market potentials and to support the implementation of air travel needs to and from peripheral areas and implement new air routes for better accessibility of regions,
- To develop concepts for implementation of EU airport safety and security requirements
- To improve the trans-national co-operation and information exchange between region's, airport's and airline's representatives

WEBSITE: www.seaplane-project.net
PARTNERSHIP: Belgium, Germany, Netherlands, Norway, Sweden, United Kingdom (national, regional and local public authorities, airports, airlines).
EXPECTED OUTCOME:

- SEAPLANE Resolution demanding changes to European Community policies of slot allocation and Public Service Obligations.
- Detailed passenger market potential analyses carried out for 10 airports.
- Transnational networking and knowhow exchange on airports' efficiency, security and inter-modality.
- Definition of airport development strategies.

SustAccess

Focus on the development of sustainable transport concepts in the North Sea region especially in the relation between a Gateway (not necessarily a port) and its surrounding Hinterland. Both for freight and passenger transport it is important to promote a modal shift from car bound transport to railway and waterways. Transport impact analysis is needed also in policy decision of local and regional authorities. SustAccess is very much interested in the overflow of ideas between the two different transport systems for freight and for passengers.
WEBSITE: www.sustaccess.org
PARTNERSHIP: Aberdeen and Perth (Scotland), Essex and Southend (England), Kortrijk (Belgium), Sluis (Netherlands), Emsland (Germany), Padborg (Denmark and Vest Agder (Norway). Lead partner Västra Götalands Regionen with Swedish partners Dryport Falköping, travel centre Lidköping and Combi terminal Åmål. (Regional and local public authorities, non governmental organisations, transport institute.)
EXPECTED OUTCOME:

- Cook book of best practices
- Transnational view on the relation between a Gateway and its Hinterland.
- The development of new concepts of freight transport with focus on rail bound traffic (dryports, combi terminals and inland waterways.

SUSTACCESS

- The development of customer oriented public passenger transport.
- Policy impact towards sustainable transport solutionsIdea book on relation public planning – private ownership, on alternative ways to involve stakeholders (focus group methods, planning for real, stakeholder involvement in design of travelcentres and freight terminals).

CETC (Central European Transport Corridor)

To develop a north-south axis based on the Odra waterway, E-59 and CE-59 railway lines and E-65 (S-3) road.

PARTNERSHIP: Region Skåne Zachodniopomorskie Region Lubuskie Region, Dolnoslaskie Region, Hradec Kralove Region and Bratislava Region.

EXPECTED OUTCOME: To achieve a successful development of the CETC area, it is necessary to eliminate bottlenecks at European and national levels. At the European level, a barrier for development is the lack of full monetary union and the fact that the Schengen area does not cover all countries situated in CETC. At the national level, meaningful limitations include the lack of stable and cohesive regulations pertaining to the functioning of businesses, including rules of the State aid provided for large investors.

String

Strategic goals and a development concept for a STRING Macro Region, which includes the Metropolitan Area Hamburg (Free and Hanseatic City of Hamburg and State of Schleswig-Holstein (especially agglomerations Kiel, Lübeck and Neumünster)) and the Øresund Region (Greater Copenhagen/Sealand and Region Scania) have been elaborated. The railway and road axis over the established Øresund fixed link and planned Fehmarn Belt fixed link as transport infrastructure for the south-western BSR.

WEBSITE: www.balticstring.net

EXPECTED OUTCOME: Three reports have been worked out with the substance of a definition of strategic clusters. Topics for discussions in the coming work are best practise transfer and regional development (research to business/innovations) focus on bio, agro and nano tech for sme and tourism as well as transnational infrastructure co-operation. The co-operation continues after finalising the Interreg projects.

East-West Transnational Transport Corridor

The project aims to stengthen the transport corridor Vilnius–Esbjerg via Klaipeda/Kaliningrad, Blekinge and Öresund. The project has a cross sectional approach with stakeholders from public and private sector and from local, regional and national level. It is approved for Interreg co-financing and starts in the beginning of 2006.

BUDGET: €3,800,000

PARTNERSHIP: Sweden, Denmark, Lithuania, Russia (regions, municipalities, national authorities, ports, private operators, research institutions).

EXPECTED OUTCOME:

- A strategy and action plan for the East-West Transport Corridor Preparation for improvements of the infrastructure in the ports of Esbjerg, Karlshamn, Klaipeda , Kaliningrad Oblast and its hinterland connections Developed co-operation on, and deployment of ITS for improved traffic safety, security and environment. Improved knowledge on implementation of EFC (electronic fee collection). Two ITS small scale investments to be installed in Lithuania to improve safety, security and to improve the efficiency for goods transport.
- Action plan and stakeholder network for intermodal transport concepts.
- Improved co-operation between researchers and more efficient use of research results for decision-making.
- Development of operational transnational networks for spatial development with focus on transport and infrastructure along the corridor.

The Nordic Link

The core of Nordic Link is a transport corridor to and from Sweden and Norway through the Danish peninsula of Jutland. Nordic Link is, however, more than just the physical transport network. It is also cooperation covering the organisation of goods transport, economic planning and policy making as well as the financing and extension of Nordic Link in the future.

Over the past decade, regional and local authorities and a number of private hauliers in South Norway, West Sweden and Jutland have given the transport corridor top priority. The private companies and public authorities also cooperate with research institutions to continue to develop the transport corridor, so it is always ready to meet the demands of trade and industry for fast and efficient transport.

WEBSITE: www.ntn.dk

EXPECTED OUTCOME: The project is under preparation.

South Baltic Arc

The project area of "South Baltic Arc" stretches along the transnational transport corridor of the "Via Hanseatica", which connects the Baltic Sea Region with Central Europe. The VASAB 2010 PLUS – Spatial Development Action Programme (Visions and Strategies around the Baltic Sea 2010) highlights that both an integrated "South Baltic Arc"-region

and the "Via Hanseatica" are crucially important for political and economic cohesion of the Baltic Sea Region.

WEBSITE: www.south-baltic-arc.org

PARTNERSHIP: Germany, Poland, Russia (Kaliningrad), Lithuania, Latvia.

OBJECTIVES:

- strengthening the co-operation of regional stakeholders within and among the participating countries in order to enhance regional development.
- Reducing welfare disparities within the "South Baltic Arc"-region.

Port-Net

WEBSITE: www.port-net.net

BUDGET: €1,700,000

PARTNERSHIP: Hamburg (D) Tendring Council (UK), Antwerp (BE), Luebeck (D), Koege (DK), Wismar (D), Szczecin (PL), Elblag (PL), Kaliningrad (RU), Klaipeda (LT), Riga (LV), Tallinn (ES), Hamina (FI), Genoa (IT), Allessandria (IT), Emilia Romagna (IT), Ancona G.E.I.E. (IT), Volos (GR), Souda (GR) and Malta (MT).

EXPECTED OUTCOME: Increased understanding of the determinants describing an optimal organisation, operational structure, capacity and regional integration of portsamong partners and Europe-wide.

Since ports are an important link of the transport chain, sub-objectives are (1) to increase quality of port services and (2) to encourage cost efficient and environmentally friendly maritime transportation and modern multi-modal hinterland structures.

This shall generate higher value added services within the ports and higher employment and increased prosperity in their regions. Thus port communities, by taking advantage of a closer interregional EU cooperation, shall be enabled to give better answers to the challenges of a globally operating transport industry.

PORT-NET

The Growth Corridor Oslo-Karlstad-Stockholm

Region Värmland, the County Board Administration, Hedmark-, Akershus-, Østfold fylkeskommune, Grensekommitéen Värmland-Østfold and ARKO (Arvika-Kongsvinger-området) wishes to further intensify the cooperation with the aim to develop a growth strategy for the region starting from the Growth Corridor, Oslo-Karlstad-Örebro-Stockholm. The corridor is a part of the Nordic triangle.

WEBSITE: www.regionvarmland.se

EXPECTED OUTCOME: Component 1 is focusing on the innovative strength of the region, network development and institutional cooperation. Target groups are representatives from business, universities, fylkemunicipalities, regions, and municipalities.

Component 2 is focusing on the infrastructure and communications of the region. Target groups are decision makers on national and international level.

Component 3 is focusing on visualising, marketing and profiling of the region. Target groups are inhabitants of the area, media and decision makers on local, regional, national and international level.

Logon Baltic

Developing Regions through Spatial Planning and Logistics and ICT Competence. LogOn Baltic aims at improving spatial integration by transferring knowledge in ICT and logistics competence. The main objective is to produce and disseminate information for regional development agencies on how to support enterprises in the participating regions in their effort to improve ICT and logistics competence, thus improving regional development.

LogOn Baltic will define the role of logistics and ICT competence in a regional development, analyze the ICT, logistics and spatial planning competence in participating regions based on empirical evidence from the business community, propose actions to improve logistics related information and communication technology applications and to deepen regional networking, disseminate highly useful results for regional development agencies and other relevant stakeholders in the BSR and as well as EU Level, outline and suggest concrete extension projects.

PARTNERSHIP: Finland, Germany, Sweden, Denmark, Latvia, Estonia, Poland, Lithuania, Russia.

EXPECTED OUTCOME: The expected outcome of LogOn Baltic is to present solutions to improve the interplay between logistics and ICT competence and spatial planning by SMEs competitiveness in the BSR.

7 Conclusions

Based on the work in the first stage the work group wishes to make the following conclusions:

Investment plans and priorities

- The existing investment plans show that northwest Europe and central Europe will be well connected. The connections between the regions and states in the eastern and southern part of the Baltic Sea Region however needs to be given higher priority.
- The connections between Scandinavia and the St. Petersburg region needs to be given higher priority.
- The Nordic Countries will be well connected when the current investment plans have been completed.
- The new member states have low budgets for infrastructure investments. This shows the need for additional external funding from among others EU and the World Bank.
- When the national infrastructure plans have been implemented there will still be missing links and connections in the Baltic Sea Region.
- Strong attention should be paid to the connections between ports and their hinterlands with special attention to the possibilities to strengthen intermodal transports.
- There is a need to develop the methods for financing infrastructure investments. Public funding, fees and private public partnerships are interesting possibilities complementing each other. International cooperation is important in such a development.

Gaps in current cooperation

- Air transports are important for the Baltic Sea Region but have a low representation in the cooperation projects. More attention should be paid to air transport.
- The cooperation projects are focusing on corridors. It would be a positive development if more projects could put more emphasis on interconnecting the metropolitan regions.
- There is a big potential for development in the field of logistics to make transports more effective and sustainable. New technology provides new opportunities.

Further cooperation in the Baltic Sea Region

- The numerous organisations working actively to strengthen the transport infrastructure are a significant evidence of the need for a more efficient infrastructure.
- The conclusions show that extended cooperation in the Baltic Sea Region is needed and the regions are important stakeholders since there is a need in bridging over barriers in the national plans.
- There is a need to build up common knowledge as well as for dialogue as a base for priorities in the field of infrastructure development. BSSSC has an important role as an umbrella organisation and should take initiatives in cooperation with other pan-Baltic organisations.
- In light of the conclusions the Work Group proposes that the work should continue in a stage 2 aiming to give the base for a common transport strategy in the BSR. A possible continuation could be to make a macro Interreg project in the coming programme period.

8 Proposal for further activities

The present report presents the results from the first stage of the ad hoc work group activities. This stage has the main purpose to present basic facts and to give an inventory of on going activities. To complete the directives given by the board a second stage is to be carried out by the work group. This stage will concentrate on an analysis of the on going activities and on a dialogue aiming to present a common vision, strategy and joint developing perspectives. The cooperation with other organisations in the Baltic Sea Region will be an essential part in this stage. The results will be presented at the BSSSC annual conference 2006.

Stage two is briefly proposed to include

- Identification of harmonisation needs, areas of conflict and thematic gaps.
- Preparation of a multimodal transport strategy for the Baltic Sea Region.
- Dialogue and co operation with other pan-Baltic organisations.
- Involvement in the process of preparation of next Interreg programme.
- Presentation at the annual BSSSC meeting.
- Final report to the board including conclusions and proposals for further activities.

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