



TransBaltic

Towards an integrated transport system in the Baltic Sea Region

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TransBaltic in a nutshell



- **Strategic project** in the accessibility priority of the BSR Programme 2007-2013
- Duration: 2009-2012, budget of 5.4 MEUR
- 50 financial and associated partners from 9 BSR countries
- Area of interest: whole BSR + Central Asia + China/India
- Implementation instrument for the **EU Baltic Sea Strategy** (regional growth perspective, gateway function, testing ground for EU transport and cohesion policies)
- **Meeting arena** for public and private stakeholders to discuss transport and regional development challenges (**CONNECT - INSPIRE - SHOW NEW HORIZONS**)
- Umbrella over transnational **corridor projects** (e.g. EWTC II and Scandria)

TransBaltic partnership

20 partners from 9 countries

regional authorities

SE - Skåne, Västerbotten, Blekinge, Västra Götaland

FI - Lahti

PL - Pomorskie, Warminsko-Mazurskie

DK - Sjaelland

NO - Vest Agder, Eastern Norway County Network

specific partners

transport and logistics associations, NGOs, universities and research organisations

30 associated and supporting organisations

7 national transport ministries

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

8 organisations from Russia

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

7 macroregional networks

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

regions, regional networks, intermodal cooperation networks, private businesses



Towards an integrated transport system in the Baltic Sea Region

The ambitions of TransBaltic

Public support for developing an integrated multimodal transport system in the BSR

Scenarios on the future geography of freight flows

Pan-Baltic model solutions

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

Business concepts

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

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

TransBaltic milestones

- Active cooperation with the Swedish transport ministry in implementing Priority Area 11 (*'To improve internal and external transport links'*)
- Complementary relations with **Baltic Transport Outlook** and **Northern Dimension Transport and Logistics Partnership**
- **Stakeholders Forum** - constitutional meeting on 14 October 2010 in Tallinn
- TransBaltic acknowledged by ECOM as one of the **green corridor policy** initiatives
- Hosting body for discussion with ECOM on reorientation of the **Motorways of the Sea** policy in the BSR
- **5 foresight debates** attended by ca. 150 transport and logistics representatives
- **TransBaltic Policy report 2010** soon available - communication campaign planned in autumn
- TransBaltic 2011 conference - 11-12 May 2011, Västerbotten, Sweden

TransBaltic foresight scenarios

THE GREEN SCENARIO



a network of green multimodal transport corridors in the BSR ← regulations by EU and other countries



THE BARENTS SCENARIO

intercontinental cargo flows attracted to the Barents Region ← opening of the Northern Sea Route + transport investments on the European-Asian landbridge

Challenges for the BSR - go green

- All TEN-T core links = green corridors
- MoS connections as maritime sections of green corridors
- Green corridors spread over the BSR
- Management consortium on each green corridor?
- Public administration to supervise and repair system failures
- Required: (1) investments (e.g. **last mile infrastructure**), (2) harmonisation (e.g. **certification, product labelling, common safety standards**), and (3) stimulation of business models (**regulations? charges?**)
- Future system still be based on existing nodes and corridors but centralisation and concentration processes, with fewer transit corridors and bigger, multifunctional ports
- Threat: **new East-West divide** (green solutions no priority for new EU Member States and Russia)

Challenges for the BSR - go Barents

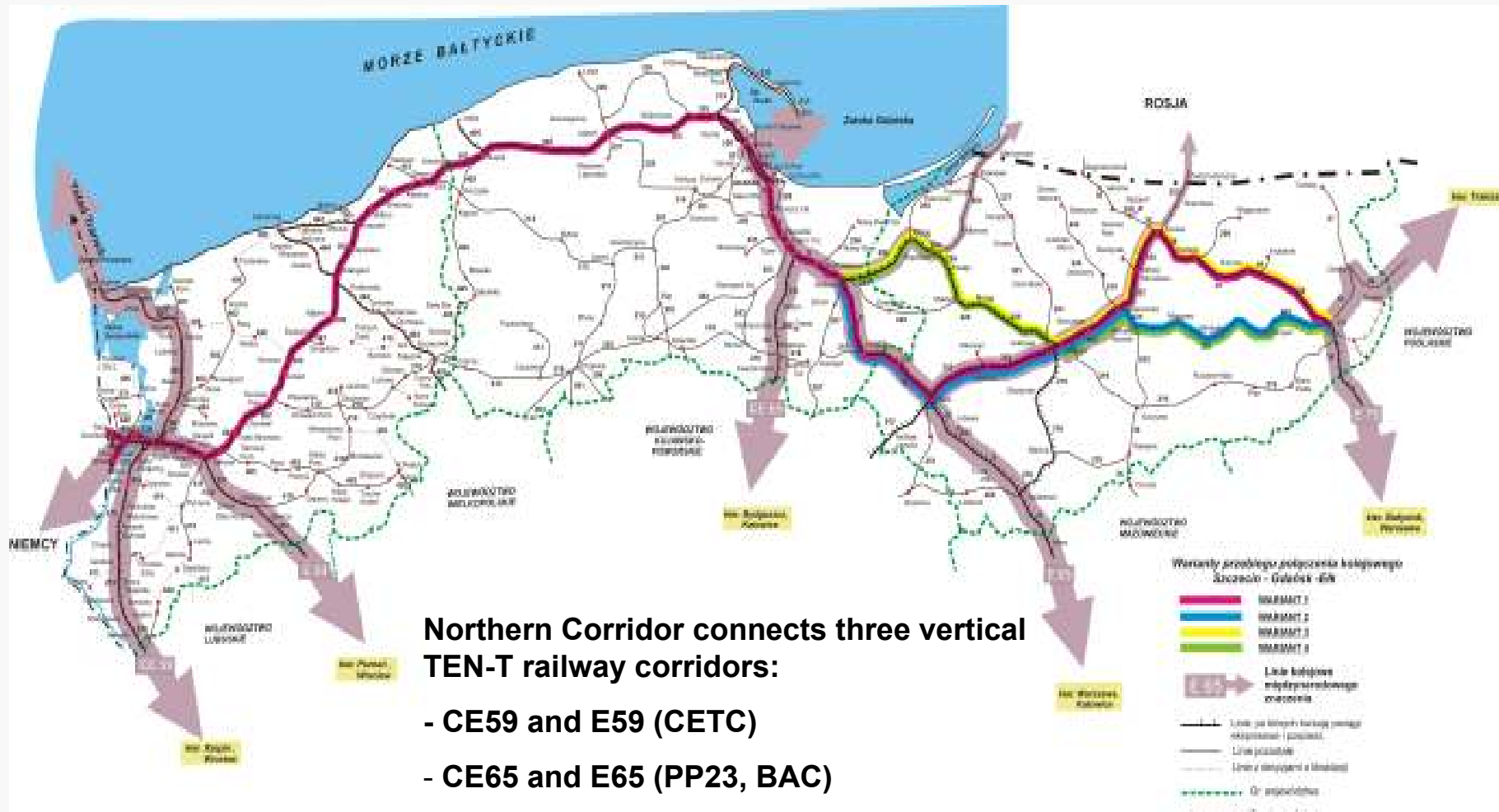
- Expected boost of intercontinental trade (North America - European Union - Russia and the Far East countries)
- Shorter alternatives to the conventional shipping route through the Suez Canal (Northern Sea Route and landbridge connections)
- Developments in Western China (XUAR) yet several physical and non-physical barriers for intermodal transport
- Growing middle class in Russia
- Russia holds the key to **reroute flows from the southern BSR**
- Barents Region turning to east-west flows? Murmansk as intercontinental hub?
- Fierce competition between E-BSR ports
- Some BSR ports forced to find new niches

Pomorskie Region in TransBaltic

- to prepare rail transport solutions for increased North-South flows (together with Scandinavian regions), including Baltic-Adriatic Corridor
- to examine impact of the Gdańsk and Gdynia ports on the socio-economic development of the region
- to analyse economic potential of the Northern Railway Corridor crossing the Polish coastal regions



Northern Railway Corridor



BSR impact of the Northern Railway Corridor

- Integration of the vertical TEN-T rail corridors and the Motorways of the Sea link (Karlskrona-Gdynia)
- Missing axis of the integrated Baltic transport system, based on the former Hanseatic route
- Agent for better accessibility of the main economical centres and seaports in the southern BSR

Main advantages:

- Prosperous Deepwater Container Terminal in Gdańsk (gateway to the Far East market)
- Customers market of 17,8 million inhabitants
- Proximity of the Russian Federation (Kaliningrad Oblast) with opportunity to carry EU-Russia cargo flows
- Better access to tourist areas in Pomorskie and Warmia-Mazury regions



Thank you for your attention!