

Capitalising on TEN-T
core network
corridors for growth
and cohesion

To increase interoperability in transporting goods and persons in north-south and east-west connections based on increased capacity of transport actors.

- TEN-T core network corridors – implications for the Baltic Sea area?
- Measure 3.1 recommended by the JS
- Ambition to become a macroregional project
- Ambition to contribute to the EUSBSR (PA Transport)
- Transport cluster, ‘BSR TransGovernance’ *et al* to draw upon

Priority 3 description

Sustainable transport

Extract of the Cooperation Programme



9

major transport **corridors** to act as the backbone for transportation

Agreeing **9** major transport **corridors** to act as the backbone for transportation in Europe's single market and revolutionise East-West connections. This is the most radical overhaul of EU infrastructure policy since its inception in the 1980s.

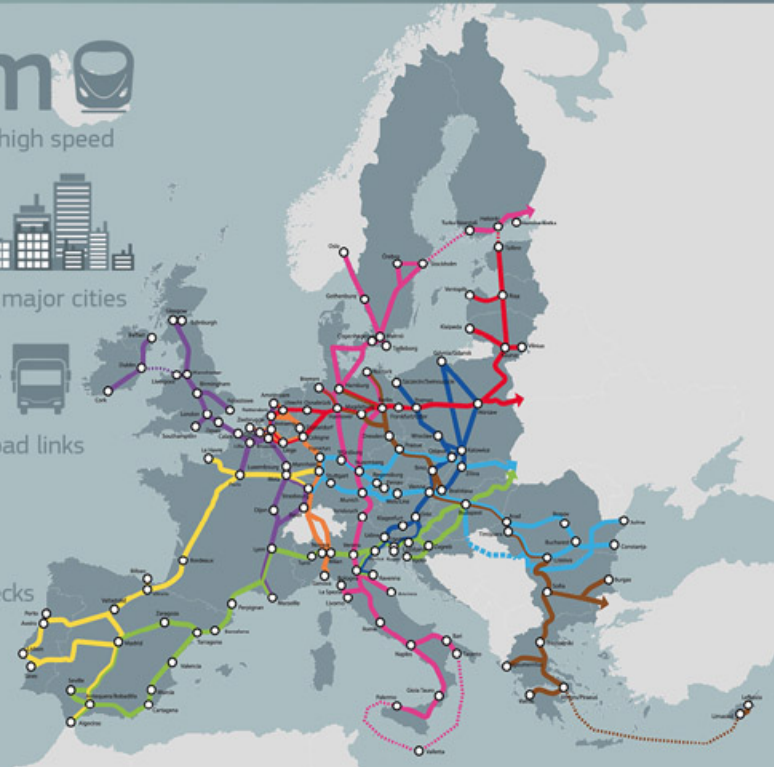
15,000 km 
15,000 km of railway line upgraded to high speed

38  →  → 
38 key airports with rail connections into major cities

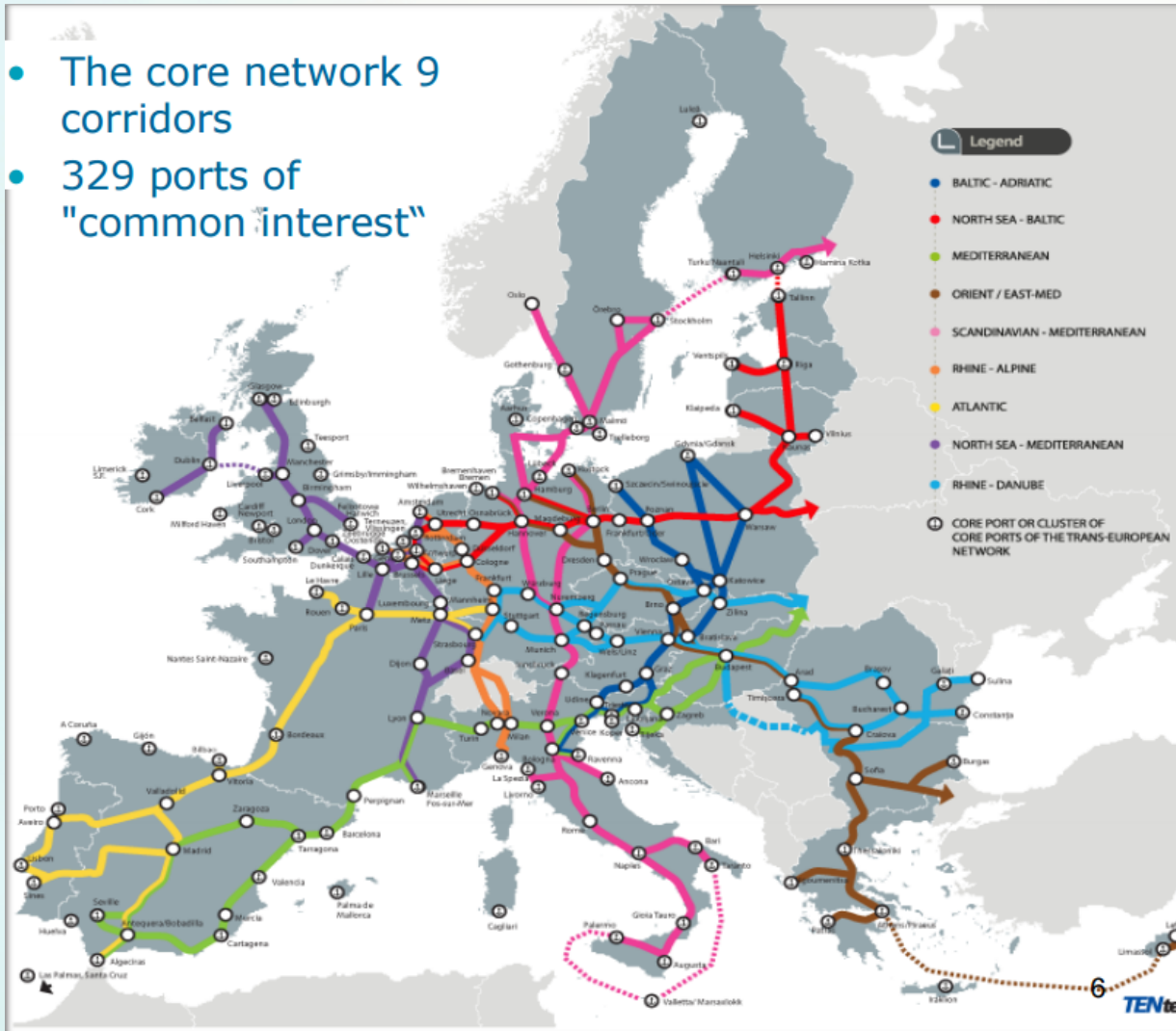
104  →  → 
104 main European ports with rail and road links

35 
35 cross-border projects to reduce bottlenecks

Source: Regulation (EU) No 1315/2013



- The core network 9 corridors
- 329 ports of "common interest"

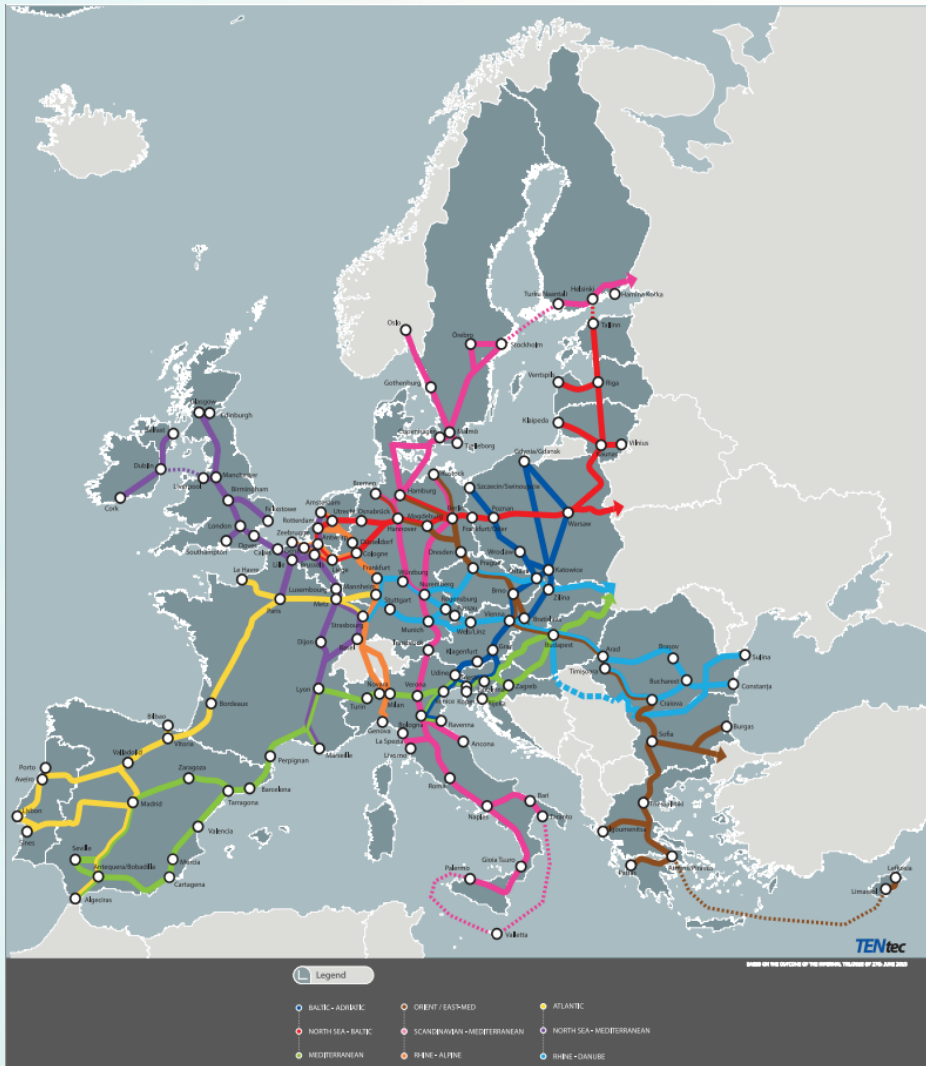


PURPOSE:

- remove bottlenecks
- build missing cross-border connections
- facilitate modal integration and interoperability
- stimulate prosperity and growth

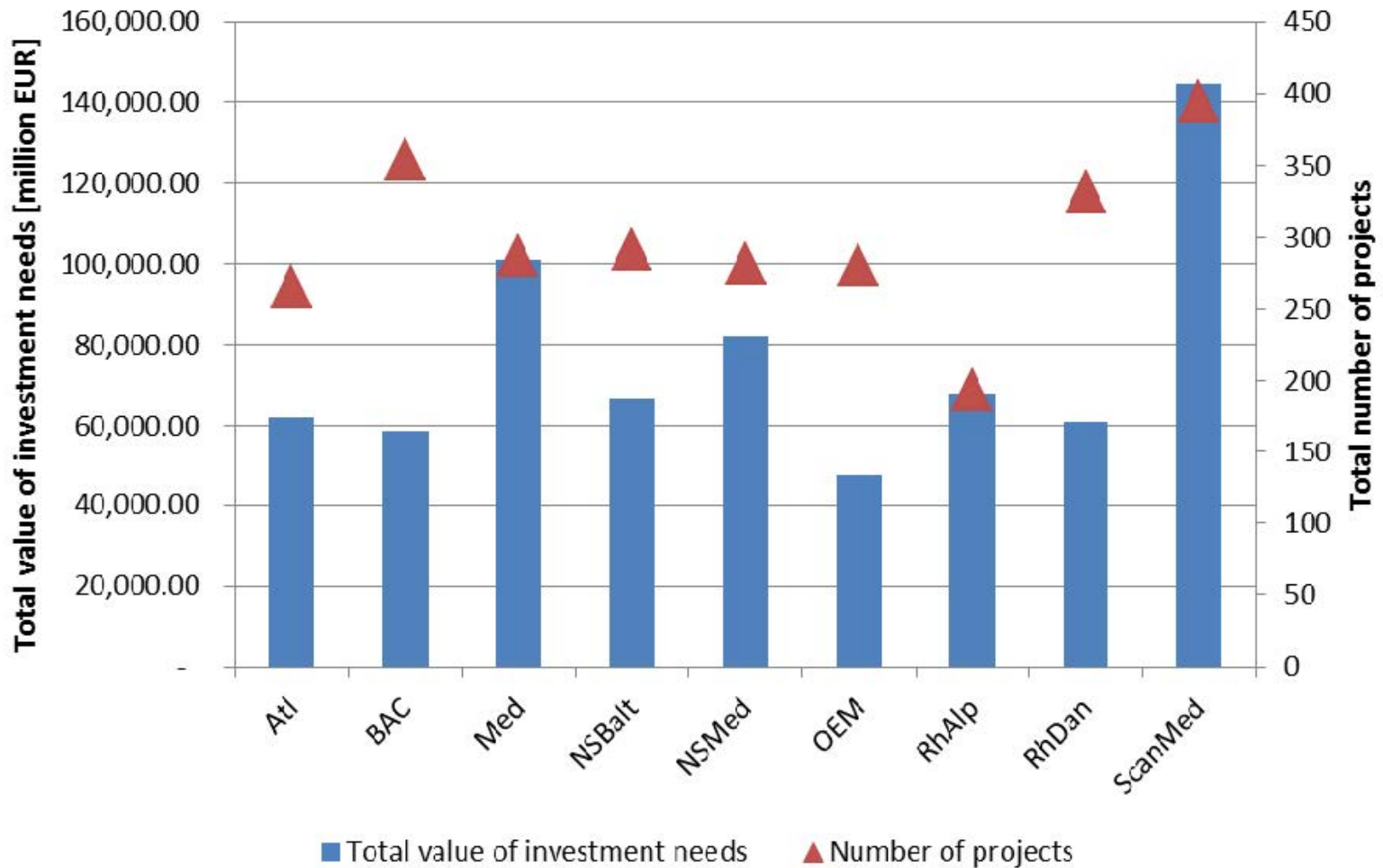
FEATURES:

- 3 transport modes
- At least 3 EU Member States
- Integrated urban areas
- European Rail Traffic Management System (ERTMS) + Motorways of the Sea
- European Coordinators and corridor forums & working groups



- 9 inventory studies with market analysis
- Development needs of ca €700 billion until 2030
- Infrastructure, ITS, management, clean solutions
- Preliminary list of projects
- CEF(€26 billion) & pipeline to European Fund for Strategic Investments (coop with EIB, at least €315 billion)
- 2015 – corridor work plans approved by the Member States & forum meetings, Corridor Days, selection of CEF projects
- 2016-2018 - forum meetings, Corridor Days, revision of work plans

Investments needs in core network corridors

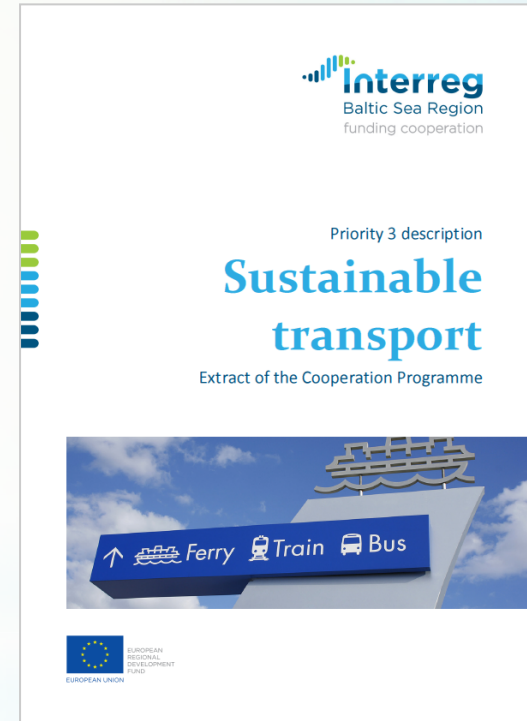


Source: http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/corridors/corridor-studies_en.htm

Cornerstones for project's added value (1)

The European Union, Trans-European Transport (TEN-T) network policy foresees the establishment of a comprehensive and a core network. Within the Baltic Sea Region major TEN-T projects are under development e.g. the Fehmarn Belt fixed link in the western, the Nordic Triangle axis in the north, Baltic-Adriatic Corridor in the south or the Rail Baltica axis in the eastern part of the BSR. TEN-T policy alone is not sufficient to accommodate the needs of the region. The action plan for EU Strategy for the Baltic Sea Region, EU-financed project "Baltic Transport Outlook 2030" (BTO 2030) with its "Baltic Sea Macro-Region Strategic Network" and projects of the Baltic Sea Region Programme 2007-2013 cooperating in transport cluster have identified that, due to Baltic Sea Region's specific geography and socio-economic challenges, there is a need for place-based approaches in Baltic Sea Region Transport policy.

Since TEN-T policy focuses on establishment of physical infrastructure of the core and comprehensive network, the Baltic Sea Region Programme aims to contribute in optimising the added value of the TEN-T core network corridors for sustainable regional growth. Thus the programme will focus on secondary and tertiary networks and how to link these networks to TEN-T Core Network Corridor in order to create positive synergies. Therefore, local and regional actors' capacities to raise their needs towards the corridor managers of the core network should be increased. In this respect, the programme might also support the BSR specific exchange between TEN-T stakeholder platforms of the core corridors crossing the Baltic Sea Region, if agreed with the respective



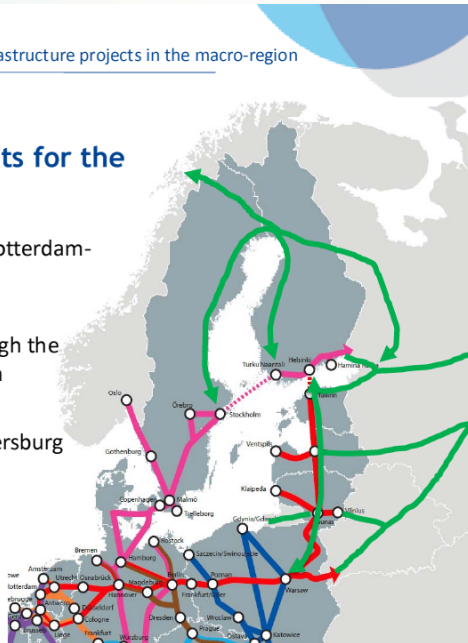
The programme area is not only affected by EU transport policy and transport networks but also by policy and networks of the Northern Dimension countries of Russia, Norway and Belarus. The programme will support the integration and bridging of TEN-T networks and the Northern Dimension Partnership on Transport and Logistic regional transport networks.

New project proposals should take into consideration achievements of Baltic Sea Region Programme 2007-2013 projects such as action plans on infrastructure, logistics and transport capacity in the Baltic Sea Region and green transport corridor concepts. These former achievements included innovative logistic solutions along main transport corridors including sea, and land as well as border crossings. The projects also compiled and analysed data on current and future transport flows. Besides, best practices in transport corridor stakeholder governance structures have been elaborated and shared.

Flagship #1 Timely completion of major infrastructure projects in the macro-region

Other important projects for the macro-region

- Railway axis Bremerhaven/Rotterdam-Kaunas (corridor 8)
- Via Baltica
- East-West connections through the Baltic States and in the North
- The Bothnian Corridor
- Northern Axis, Narvik-St Petersburg
- Links with the Barents region
- Multimodal transport axes Scandinavia-Adriatic Sea



EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION

**Potentials of future cooperation -
searching for synergies and avoiding
overlaps**

4 February 2014, Helsinki

Thomas Erlandson,
PA 11 Transport Co-ordinator



Joint Barents Transport Plan



Horizontal projects

"Horizontal" projects within Priority Area Transport

- **Baltic Transport Outlook 2030**
 - Aim to achieve better prerequisites for national long term infrastructure planning in the Baltic Sea region.
 - Study of transport infrastructure and the flows of goods and passengers – between the countries in the region and between the region and other areas. Scenarios presented for developments until 2030.
 - 21 recommendations for further action presented
 - Lack of knowledge exchange between national strategic planners.
- **TransGovernance**
 - Aim to demonstrate how multi-level governance models, tools and approaches can contribute to a better alignment of transport policies
 - at various administrative levels as well as better incorporation of the business perspective.

**Baltic
Transport
Outlook
2030**

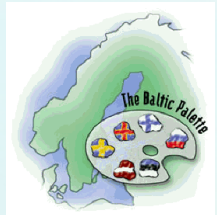
www.baltictransportoutlook.eu



BSR TransGovernance
Multi-level governance to better align transport policies

<http://www.transgovernance.eu>

A snapshot of macroregional cooperation networks

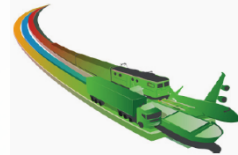


→ 2006

2005-2007



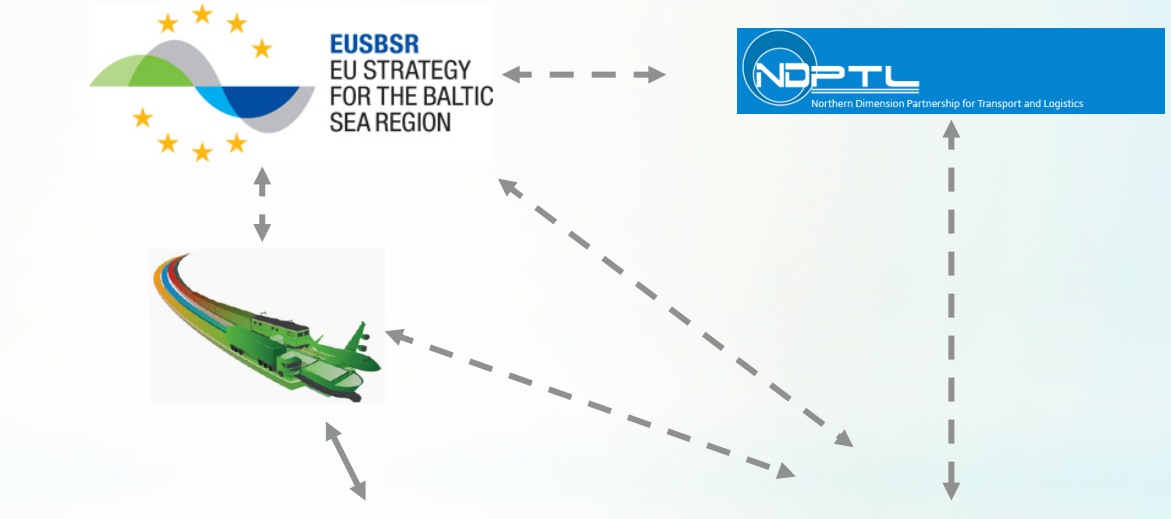
2009-2012



EUSBSR
EU STRATEGY
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SEA REGION

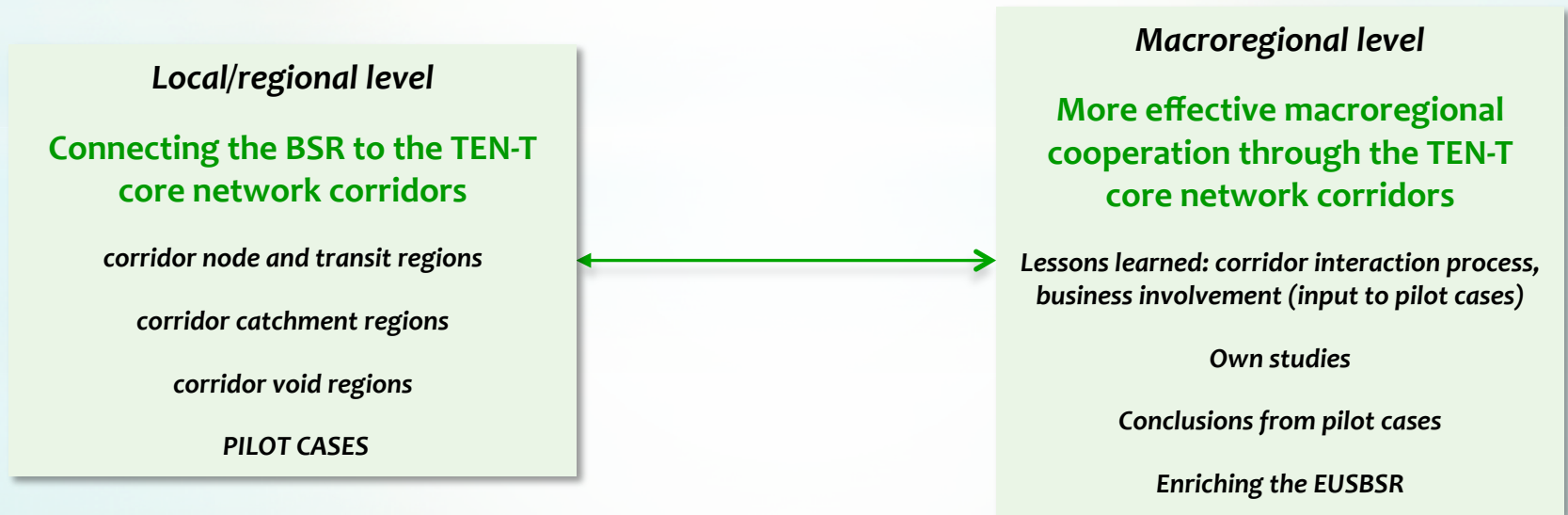


2012-2014



Project framework

Increase the capacity of the target groups to reap benefits of the CNC implementation process for the sustainable growth and territorial cohesion in the BSR





PART 1 – Connecting the BSR to the TEN-T core network corridors

- Low **awareness** of the TEN-T core network corridors among public authorities and/or insufficient information spread
- Weak **engagement** in the work for the specific TEN-T core network corridor
- No **experience**/insufficient **ability** to work together over the borders and sectors
- Insufficient **competence** to use international initiatives in the local/regional planning
- Insufficient **cooperation** between public authorities and market players and/or low **engagement** of lighter-weight partners (e.g. smaller/rural municipalities, SMEs, NGOs etc.) in transport planning and implementation of investments

Connecting the BSR to the TEN-T core network corridors

corridor node and transit regions

corridor catchment regions

corridor void regions

PILOT CASES

How can the stakeholder awareness, involvement and decision-making capacities be increased...

...so that they may be able to work out policy proposals and sustainable solutions capitalising on the TEN-T core network corridors?

corridor node/transit areas	corridor catchment areas	corridor void areas
<p>Fehmarn Belt Fixed Link (DE/DK)</p> <p>How to prepare transport and logistics industries in the impact area of the Fehmarn Belt Fixed Link on the Scan-Med Corridor to best benefit from the changing development conditions and to minimise the threats?</p>	<p>Blekinge (S)</p> <p>How to utilise the region's proximity to all the three <u>CNCs</u> to overcome the disadvantageous development standings and boost/reconcile the labour market mobility and international transport functions in a sustainable way?</p>	<p><u>Värmland-Østfold</u> borderland (SE/NO)</p> <p>How to reverse depopulation and economic stagnation trends in the borderland area through a better access to the two national capitals and through stimulation of the local manufacturing industries ?</p>
<p>West <u>Pomerania</u> (PL/DE/SE)</p> <p>How to connect West Pomeranian logistics centres serving the PL/DE hinterland to the Baltic-Adriatic Corridor and to ensure that the eastern part of the region does not experience decline processes because of migration of supply chains? How to use the <u>EGTC</u> mechanism to coordinate developments around the corridor and in its extension (Skåne)?</p>	<p><u>Vidzeme</u> (LV)</p> <p>How to trigger and sustain growth impulses in a rural and declining region through an improved access of residents and businesses to urban centres and transport nodes (incl. seaports) on the North Sea-Baltic Corridor? How to thereby improve transit location of the region to EE, RU and BY markets?</p>	<p>Lahti-North Karelia (FI)</p> <p>How to improve business confidence and stimulate private investments in the local/regional manufacturing and service industry which are on the falling curve after losing export volumes to Russia? What kind of interoperability solutions connecting these areas to the hubs on the Scan-Med Corridor would increase international market opportunities ?</p>
<p>Gdynia (PL)</p> <p>How to develop a last mile infrastructure in and around an urban node on the Baltic-Adriatic Corridor to both serve the metropolitan growth aims and the seaborne transit (through Motorways of the Sea links) to the other BSR countries (Sweden, Finland)?</p>		

**PART 2 – More effective macroregional cooperation
through the TEN-T core network corridors**

- **Low commitment** of public authorities and market players to the strategic macroregional cooperation in the BSR
- **Low awareness** of the implementation synergies between the core network corridors and macroregional cooperation
- **Weak capability** to utilise the cooperation gains in the national domestic transport planning, management and implementation activities

Find reasons and possible organisational/financial incentives and solutions to achieve better commitment

Identify and promote CNC-EUSBSR synergy gains

Specify need for action

Towards a more streamlined, focused and effective implementation of the EUSBSR

Member States are invited to examine functionality and value added of the Strategy

The EUSBSR has just turned FIVE. Over the years, expectations continue to rise about the performance of the Strategy. With a view to understand better the main achievements and challenges in each thematic area of the Strategy, the European Commission organised last winter a round of individual meetings with all priority area coordinators and horizontal action leaders. Following the meetings (in total 21), the Commission prepared a Discussion paper presenting the outcomes of the meetings. It also asked questions and made suggestions on how to address the shortcomings identified. The Commission has circulated the Discussion paper for consultations in the Baltic Sea region countries.

Focus on shortcomings

The analysis shows that the situation - maybe not surprisingly - varies from one thematic area to another. Some priority areas/horizontal actions bring good results, especially in terms of projects - a number of successful projects have been facilitated or implemented. The Strategy has also facilitated policy changes (for example, as regards the question of nutrients, or fish discard ban) or increased knowledge (mapping chemical munitions). However, there are some areas where the full potential has not yet been developed.

Though, the Discussion paper talks about achievements, its key focus are on the problems identified, and suggestions on how to improve the current situation in the implementation of the Strategy. The analysis shows that a large number of coordinators

A REAL WILL for progress is of key importance because, as Machiavelli said, "Where the willingness is great, the difficulties cannot be great"

share the same view on key issues, which can be grouped into four categories:

1. political (political commitment towards the Strategy needs to be reinforced; some areas could benefit from greater commitment from countries involved; insufficient staffing for the Strategy should be addressed);
2. policy (some areas have limited relevance to the Strategy's overall objectives or at macro-regional level; limited ability of coordinators to influence the relevant policy area; need to raise awareness of project results);
3. technical/implementation (absence of steering groups in some areas; need for better communication);
4. financial (the Strategy needs to be an integral part of existing EU, national, regional plans and programmes; underspending of technical assistance).

These issues are inter-linked, and most of the technical and financial issues would be solved if political and policy issues were properly dealt with.

Revision of the Action Plan

Following the inputs from the National Contact Points (NCPs) to the Discussion paper, a proposal on possible modifications of the Action Plan of the EUSBSR is currently being drafted by the Commission. It will be discussed with NCPs and the High-Level

Group of macro-regional strategies. A revised Action Plan should be adopted in 2015.

The discussion will help to crystallise the REAL priorities at the macro-regional level. These priorities are the ones of strategic relevance and which bring added value from a macro-regional perspective. There must also be a WILLINGNESS (and readiness) of Member States to focus their limited resources on the areas where cooperation is a MUST.

Governance of the Strategy

The review of the EUSBSR Action Plan is in line with the current general reflection at EU level on the governance of macro-regional strategies, which led to the adoption of the Commission Report on this question in May 2014 and Council Conclusions on the same topic in October 2014*. The Commission Report states that improvements in particular are needed in two fields: stronger political leadership and decision making; and greater clarity in the organisation of work.

Three levels of governance

The Commission Report looks at the strategies at three interrelated levels: political leadership and ownership; coordination; and implementation.

As regards the political level, a key question is 'who gives strategic direction, sets priorities, and takes key decisions?' The Report underlines that all strategies currently overrely on the Commission as the principle driving force. A better balance between leadership from countries/regions and the

Part 2: policy questions

- How to use the **accumulated corridor experience** to ensure better commitment of the business sector to macroregional cooperation?
- Will there be **winners and losers** of the CNC implementation process? Do the framework conditions differ respective of the geographical location?
- Should the EUSBSR help develop and promote **growth models** and develop/support opportunities for growth for specific regions in order e.g. to mitigate the remoteness to the primary transport axes and/or compensate the risk of losses of flows and volumes shifted to the CNC in effect of large-scale investment made?

We confirm that the project TENTacle has potential to become a flagship project of the EU Strategy for the Baltic Sea Region and contributes to achieving the objectives of “Cooperate on national transport policies and infrastructure investments” as well as “Facilitate efficient and sustainable Baltic passenger and freight transport solutions”.

The concept note of the project demonstrates a realistic approach to develop a high quality full project application. The objective of the envisaged project is important in realising the overall objectives of Priority Area Transport. In late 2013 the TEN-T network was adopted. The existing Action Plan of the Priority Area Transport still focuses on corridors on the same

dignity as TEN-T network. The new situation with an adopted TEN-T network demands a review of the existing Action Plan. A new strategy should be elaborated showing relevant actions to be prioritised in order to capitalise the improvements the implemented TEN-T network offers. The need of actions can differ from region to region within the BSR depending on proximity to the TEN-T. Multi-level Governance models should in this process be put into practice.

In case the project is funded by the Interreg Baltic Sea Region 2014-2020, we will follow its implementation and support it in achieving the planned results. We will also include the project in the reporting to the EU Commission as part of the progress within the Priority Area, and disseminate project’s results.

Priority Area Transport Coordinators

Vilnius, 30 January 2015


Arijandas Šliupas

Vice-Minister, Ministry of Transport and Communications of the Republic of Lithuania

Stockholm, 30 January 2015

Niklas Lundin


Senior Adviser, Ministry of Enterprise and Innovation of the Kingdom of Sweden



TENTacle
Capitalising on TEN-T core network corridors for prosperity, growth and cohesion

Project proposal in the Interreg Baltic Sea Region Programme 2014-2020 (current stage: approved concept note, preparatory work for the full application to be ready in early July 2015)


CHALLENGES WE SEE



The TEN-T core network corridors (CNC) is a very new instrument of the EU transport policy, aimed to improve mobility, intermodality and interoperability on the major transport axes going through Europe. The Baltic Sea Region (BSR) is crossed by three core network corridors (Scan-Med, North Sea-Baltic and Baltic-Adriatic) and a broad range of stakeholders are expected to be involved in a joint action to remove physical, technical, operational and administrative bottlenecks along these corridors by the year 2030. Implementation of these three core network corridors has a clear potential to stimulate effects beyond the pure transport and mobility sector. However, reaching an enhanced corridor performance and reaping their full benefits for the prosperity, growth and cohesion in the Baltic Sea Region is hindered by five major capacity challenges:

- Generally **low awareness** of the core network corridors among public and market players in the BSR and **deficient understanding** of the ways these players can be involved and influence the CNC implementation in addressing specific accessibility and connectivity problems;
- **Too weak engagement** of the stakeholders in the areas along the three CNCs to convert the corridor mobility boosting measures to the sustainable growth and prosperity actions. In many cases, their involvement is limited to a bare consultation of bottleneck-removing investments recommended in the corridor studies and work plans;
- **Insufficient ability** of the stakeholders in the areas in a **close distance to the three CNCs** to attract financial resources and planning support for corridor access investments;
- **Insufficient ability** of the stakeholders in the areas located **farther away from the three CNCs** to mobilise financial resources and planning support for ensuring better connectivity of their secondary and tertiary networks to the core network corridors;
- **Scarce knowledge** of how to utilise the CNC cooperation gains (such as a wider territorial perspective and a multi-actor involvement) in transport planning, management and implementation activities within the BSR countries and how to synergise with the other strategic instrument for cooperation in transport – the EU Strategy for the Baltic Sea Region (EUSBSR).

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**PART 1
VIDZEME REGION**


GUIDING CARD
21 May 2015

CHALLENGES

- Vidzeme area is a predominantly rural and remote region with distinct signs of economic and demographic depletion. VPR has the lowest density of population in Latvia – 122.9 people/km² (on average 34.5 people/km² in Latvia), and the biggest share of the rural population – 89% (the national average 39%). Population (2014) 201,916, population change (2007-2014) -11.90% or 19.9% thousand people, 30% of inhabitants older than 65.
- Main development challenges are:
 - Population decline due to low birth rates and out-migration (from remote rural areas to Riga and other urbanised areas)
 - Growing social, economic and regional disparities
 - Shrinking local market
 - Increasing costs of maintaining and delivering of services while public funding for infrastructure improvements is being reduced.
- There are also specific challenges faced by the private investors and/or companies in the Vidzeme area:
 - Relocation of private companies to the direct vicinity of TEN-T core network.
 - Low accessibility while the economic sectors in the region are highly dependent on ground transportation
 - Ineffective supply-delivery chains make the region an unfavourable location for business development, and leads to missed opportunities to integrate in wider international business networks in the BSR
 - High costs of logistics
- These challenges require a coordinated public and private response. This, however, is hindered by several organisational capacity challenges:
 - Insufficient competence of the stakeholders, especially at local level (architects planners, engineers, decision-makers) – lack of in-house expertise in traffic planning approaches that would take into account mobility needs of residents and businesses – lack of working models how to combine multimodal transport solutions with land-use planning – weak awareness of supply chain management and logistics
 - Inefficient inter-municipal cooperation and integration between different administrative levels (regional and local) in traffic planning
 - Weak coordination and exchange of information among ministers, planning regions and other relevant institutions, with very low involvement of planning regions and local governments in the core network corridor planning process
 - Lack of information about TEN-T core network corridor work among municipalities and businesses, particularly in the remote areas.

AIMS

- Improve functional access of the region's territory to the North Sea-Baltic Corridor and to the Baltic Sea ports in order to utilize the convenient geographical position of the Vidzeme Region as a crossroad of inland transport flows to Rēzene, Puzos and Rēzaka (e.g. towards Tartu and Pärnu)
- Increase ability to provide integrated transport and land use planning solutions – with a better incorporation of mobility needs of residents and businesses – in order to optimize supply chains and decrease logistics costs of the local businesses; thereby – to tackle the relocation process of the private companies out of the region
- Improve inter-municipal cooperation and integration between different administrative levels (regional and local) in traffic planning and add to it the international dimension (opportunities of a vicinity to the North Sea-Baltic Corridor)
- Improve exchange of information about ongoing planning process, investments, real improvements and benefits of TEN-T core network corridors, through involvement of public and private stakeholders from the Vidzeme Region in discussions, planning process and understanding of the usefulness of the CNC implementation for local and regional growth



**PART 1
VIDZEME REGION**

OUTPUTS

- The comprehensive Vidzeme regional mobility investment plan 2030 (to be used for detailed investment planning activities by the local municipalities, regional and national authorities). The document will help potential investors make decisions to start or expand business. A number of meetings/discussions with national ministry and transport administration to develop the terms of reference and specification for the Mobility Plan and involve them in the development process.
- The plan is thought to contain:
 - Situation analysis
 - The locational integration of the road network (**how about the rail connection? Are they planning new railway lines through the region? Are they meant as possible access means for the local manufacturing and logistics companies and for residents?**)
 - Traffic planning (recommendations)
 - Recommendations for investments in road and traffic improvements
 - Land use mapping (recommendations for planning and solutions)
 - Suggested sites for logistics centres()
- Recommendations of the mobility plan to be integrated in the national transport planning documents (e.g. the National Road Improvement Programme in 2014-2020, Transport Development guidelines for 2013-2020, Latvian single multi-fund Operational Programme "Growth and Employment"
- Training sessions of decision makers, planners and road construction professionals on a more new effective use of existing technologies, intelligent transport systems, good examples of integrated solutions in transport and land use planning, etc.
- Awareness raising activities on benefits of core network corridors (TV clips, radio interviews, information brochures, publicity seminar in the end of project about the project results)

STAKEHOLDERS

- Vidzeme Planning Region and – potentially – some stock company – Latvian talers ca) (involved in the development of the Mobility Plan, Exchange of good practice, training courses and awareness raising activities)
- **Investment of the City of Pärnu (as a formal partner) and administration of the Pilsdaļi (or Pilsdaļi) would prove the transformational character of the case and will link to the issue of cross-border strategic borders mentioned as a locational asset of the Vidzeme Region**
- **Their participation is not confirmed yet.**
- **As you can see, railway development under the challenges raised, there are no administration, or company backing, with the issue that may become an associated organisation (Latvian railway) (18c)**
- **It would also be good to see, among associated organisations, representatives of the businesses from the Vidzeme area – as we mention them in the competence-related, development challenges**
- **The Latvian Chamber of commerce and industry (18c)**
- **Food cluster of Vidzeme**

- For external stakeholders / future target groups
- Concise promo info on the project
- To attract AOs (letter of support)
- To be regularly updated

- For case leaders and partners
- Logical framework support
- To keep consistency between challenges and outputs; benchmarking between the cases
- To be regularly updated



Thank you!