

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

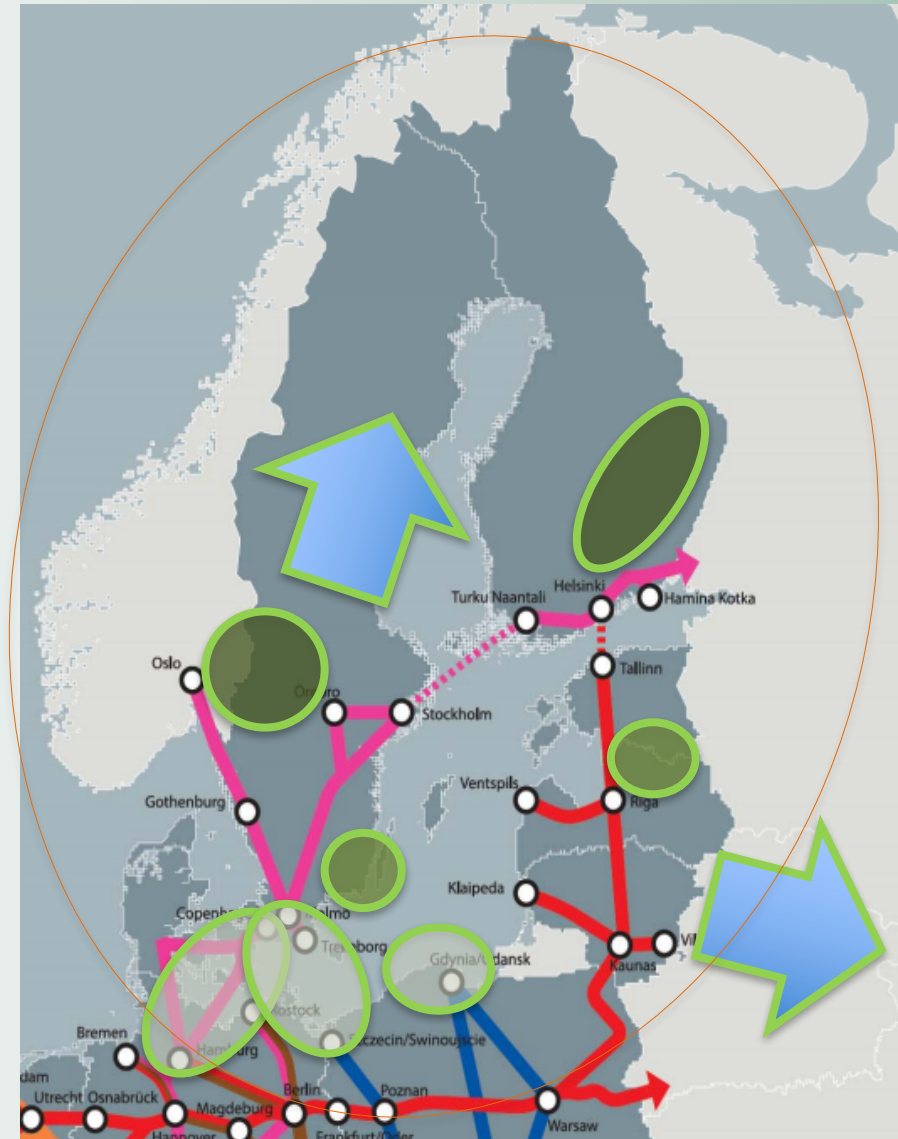


About TEntacle

Aim:

Improve stakeholder capacity to reap benefits of the TEN-T core network corridors implementation for the prosperity, sustainable growth and territorial cohesion in the Baltic Sea Region

- 2016-2019, EUSBSR flagship
- Over 80 organisations involved, 11 countries
- 7 regional pilot cases
- Solutions to extend the CNCs north- and eastwards
- Macroregional measures




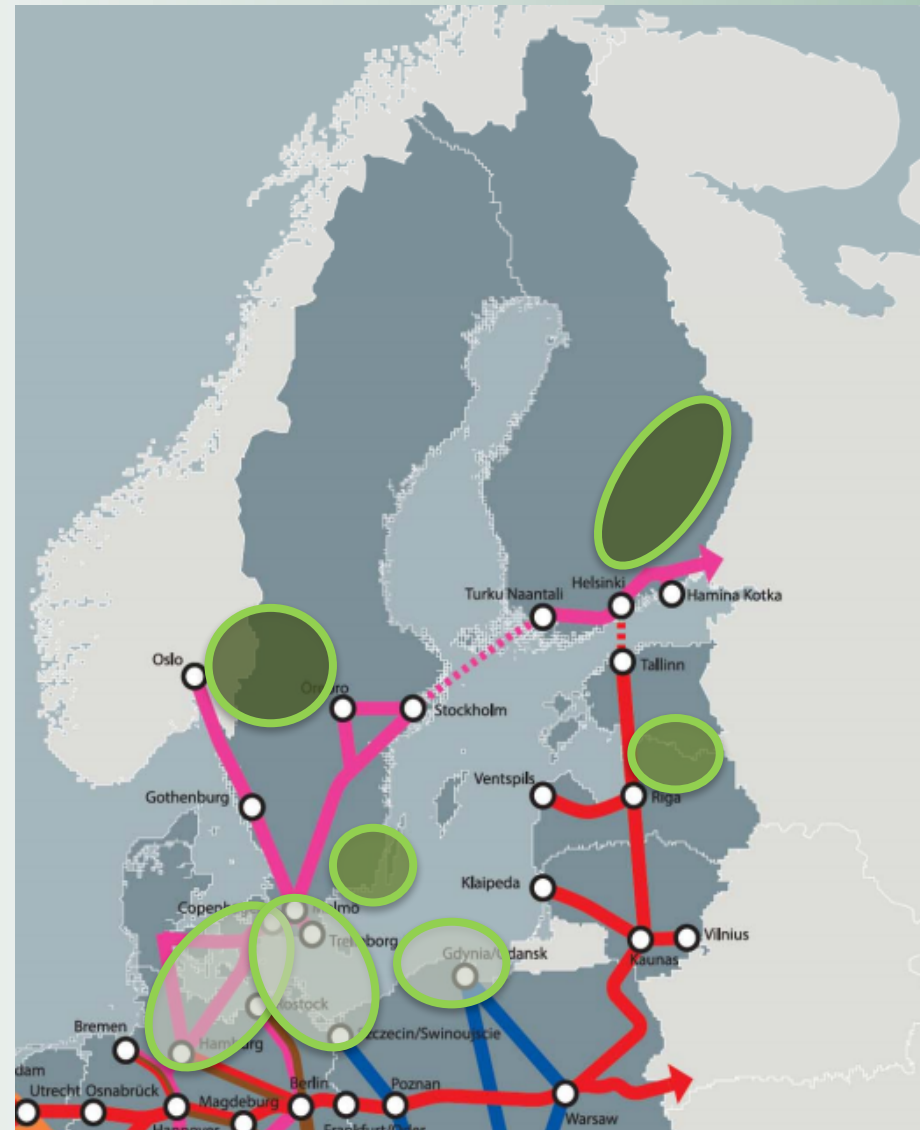
Regional pilot cases

- Address key growth challenge
- Interact between public and market players
- Interlink with peer cases!
- Develop place-based actions for better access
- Deliver replicable solutions

 Corridor void areas

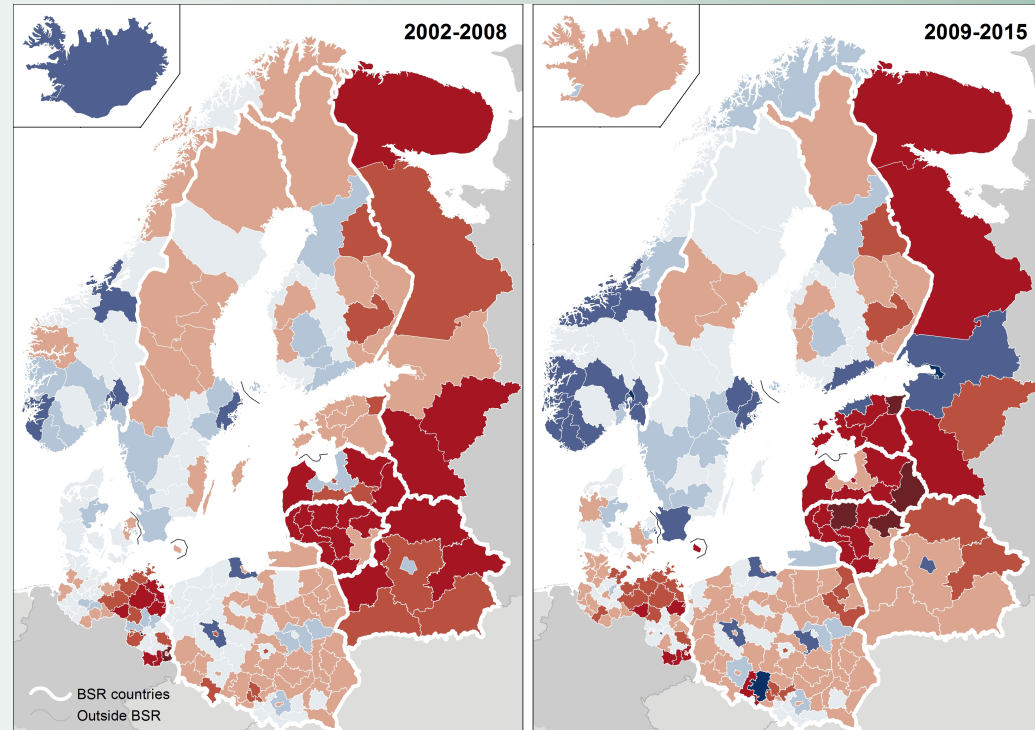
 Corridor catchment areas

 Corridor node & transit areas



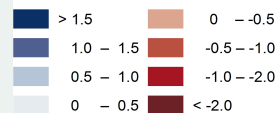
The users of infrastructure

- Changing population dynamics
- Changing mobility needs
- Diversified socio-economic growth paths
- Inflow/outflow of businesses
- Impact of metropolitan areas
- Changing purpose of infrastructure investments: more seamless flows vs. better access to mainland Europe



Total population change

Average change (%)



2005-2008 map:
DK 2002-2006:
estimates

Data source:
Eurostat, NSI's



NR02233 © Nordregio & NLS Finland
for administrative boundaries

Reference for investment policies



Comprehensive	Core	
		Conventional rail / Completed
		Conventional rail / To be upgraded
		Conventional rail / Planned

Comprehensive	Core	
		Road / Completed
		Road / To be upgraded
		Road / Planned

Comprehensive	Core	
		Ports
		RRT

Comprehensive	Core	
		Airports

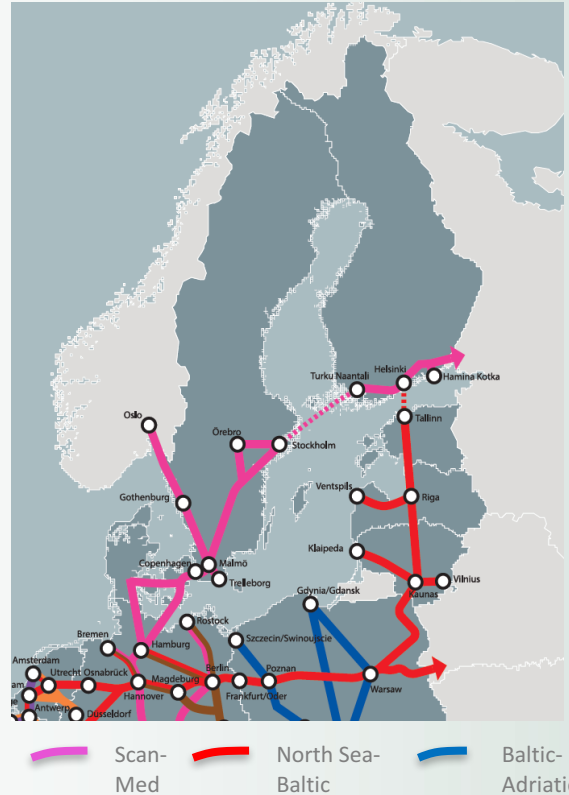
TENtec

Benchmark on streamlining the work:

TENTacle, NSB CoRe and Scandria2Act working on resolving the BSR-specific challenges for CNC implementation

Challenges seen by the European Coordinators

1. Weak coordination on cross-border links (standards and procedures)
2. Infrastructure financing gap (needs vs. available funds)
3. Difficult planning and prioritisation of investments (to achieve European high value projects)
4. How to develop corridors in a sustainable way (innovation, ITS, energy, urban nodes)



Challenges seen by the three allied projects

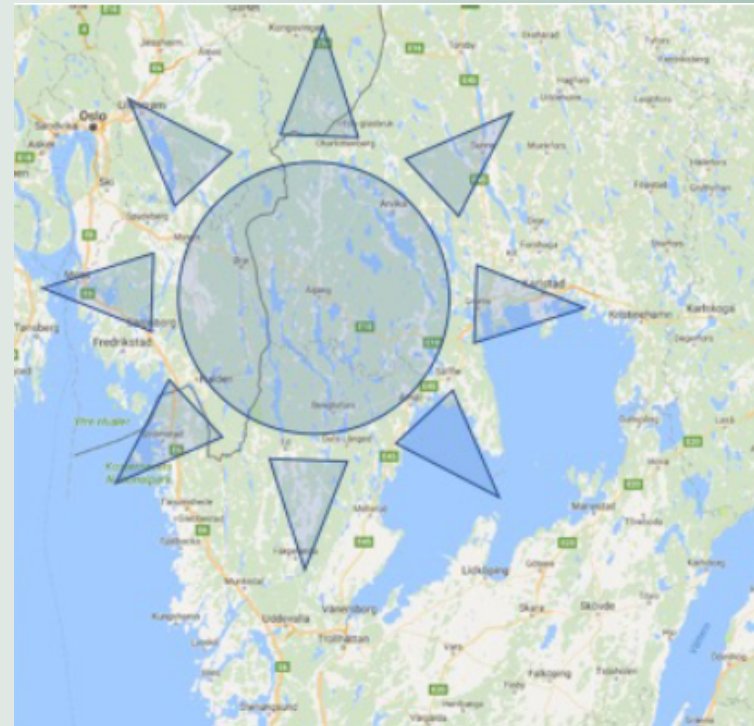
1. Passive corridor players, low understanding of roles, responsibilities and consequences
2. Insufficient vertical/ cross-sectoral dialogue, society involvement?
3. Hindered access for areas and stakeholders outside the corridors
4. CNCs vs. national growth corridors? Urban nodes and their access links?
5. Wider socio-economic benefits of corridors (development zones? gains for the whole BSR?)
6. CNC- EUSBSR synergies?

Expectations to the Central Scandinavian Bordeland case

TYOLOGY:

CORRIDOR VOID AREA; missing primary and reliable road/rail connection, transit location with no access node to the international transport corridor

- Help set the positive population trends and keep the businesses
- Work cross-border
- Unite the stakeholders
- Motivate new infrastructure
- Invigorate land use and industrial planning
- Connect to Oslo-Stockholm initiative
- Provide evidence for the Oslo-Örebro missing link in the CNC
- Deliver generalised know-how (for adaptation elsewhere) to WP5 (macro dimension)



Macroregional dimension

- Mobilise stakeholders
- Help expand CNCs and fill it with business life
- Create synergies with the EUSBSR
- Improve transport planning
- Inspire other macroregions

Multilevel governance in corridors
- lessons learned

Impacts of the CNCs

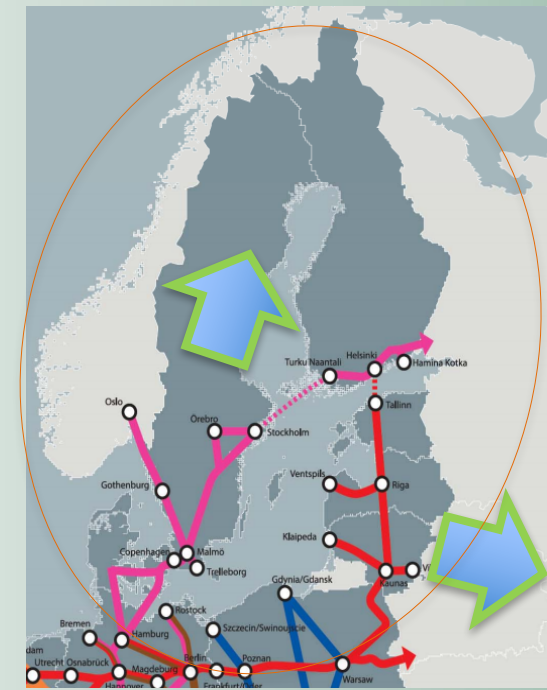
Catching the goods transports
from the northern areas to CNCs

Interactions: CNCs vs. transport
networks of the Eastern
Partnership countries

Conclusions from 7 regional
showcases

Enriching the strategic transport
policies

Package of policy and action measures to help BSR
territories capitalise on the CNCs



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