

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

Vidzeme case



Project background

TEN-T core network corridors:

- New instrument of EU transport policy
- Improve mobility, intermodality and interoperability on 9 corridors
- Remove bottlenecks by 2030
- Involve stakeholders along the corridors

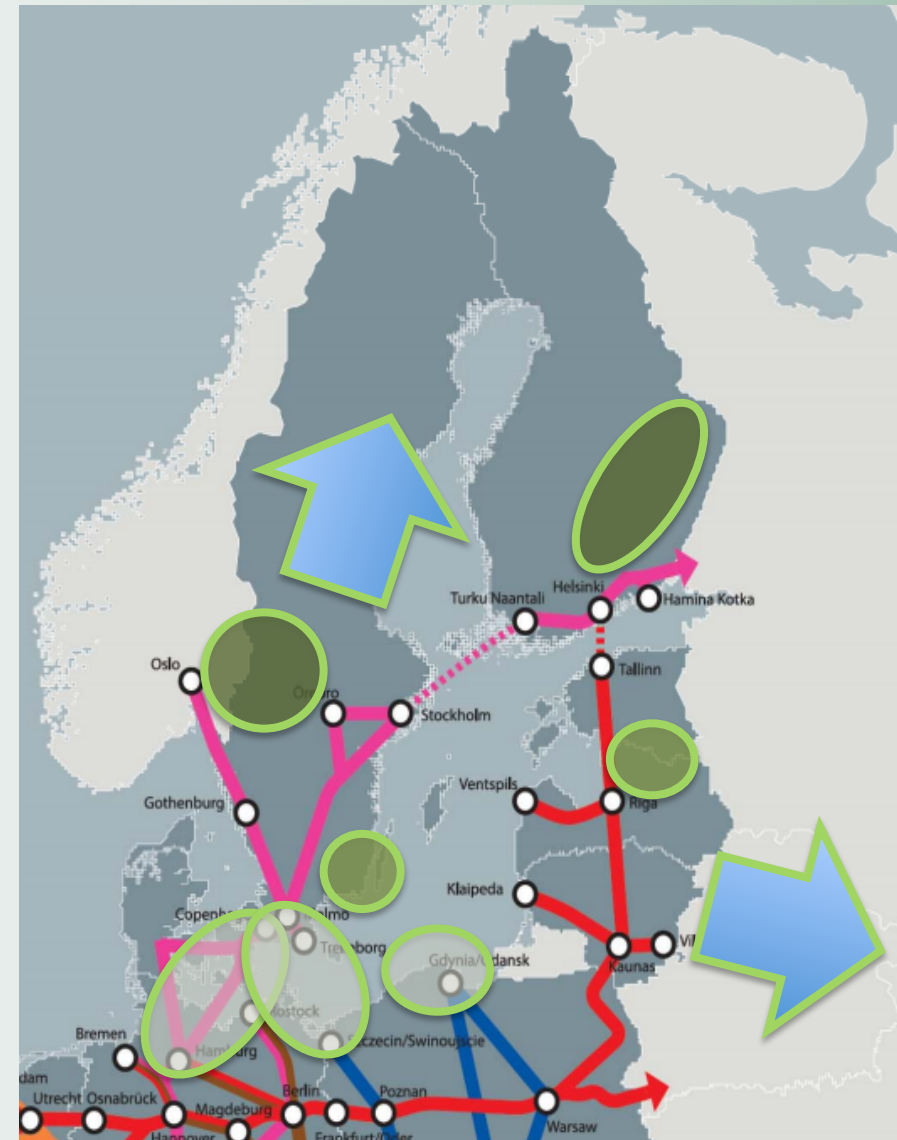


About TENTacle

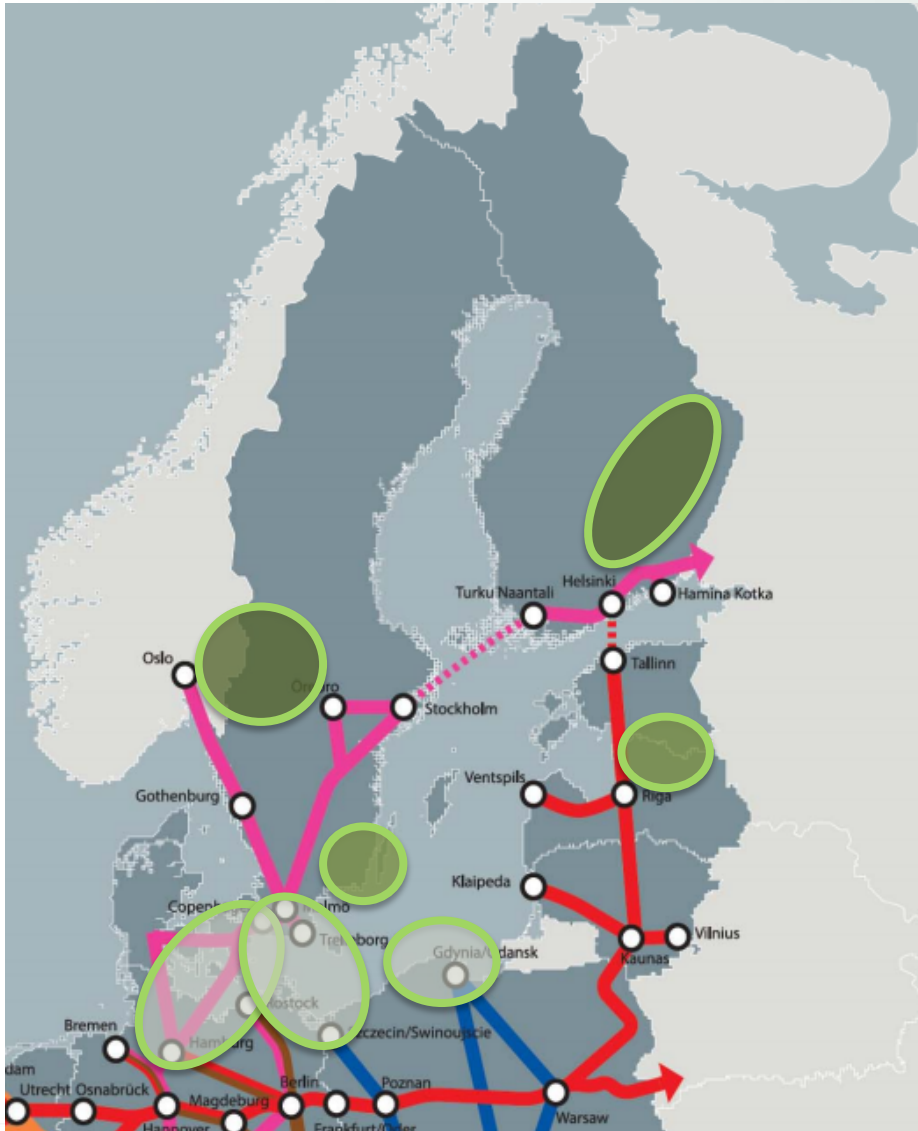
Project aim:

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

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



7 regional showcases



Corridor void regions

- Central Scandinavia borderland (SE/NO)
- Päijät-Häme – North Karelia (FI)



Corridor catchment areas

- Blekinge (SE)
- Vidzeme - Valga (LV/EE)

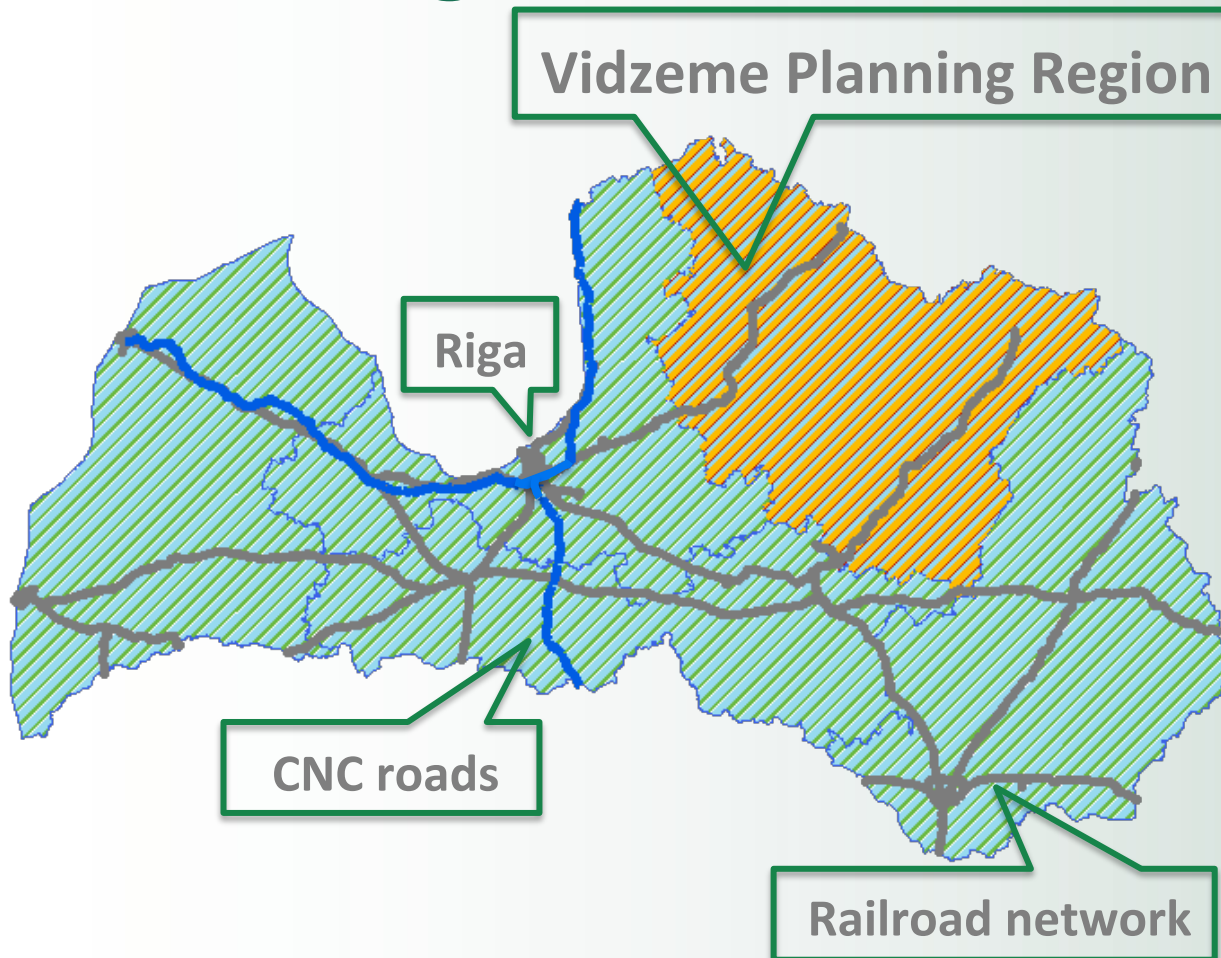


Corridor nodes & transit areas

- Fehmarnbelt Fixed Link (DE/DK)
- Westpomerania - Skåne (PL/SE)
- Gdynia transport/urban node (PL)

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

Geographical and demographic challenges:



- Predominantly rural and **remote region**
- Distinct signs of economic and demographic **depletion**
- **Lowest density** of population in Latvia
- And biggest share of the **rural population**

Organizational capacity challenges:

- **Inefficient cooperation and integration** between different administrative levels
- Weak **coordination** and **exchange** of information
- Very **low involvement** of planning regions and local governments in transport planning process
- **Insufficient competence** of the stakeholders
- **Lack of in--house expertise** in traffic planning approaches
- **Weak awareness** of supply chain management and logistics

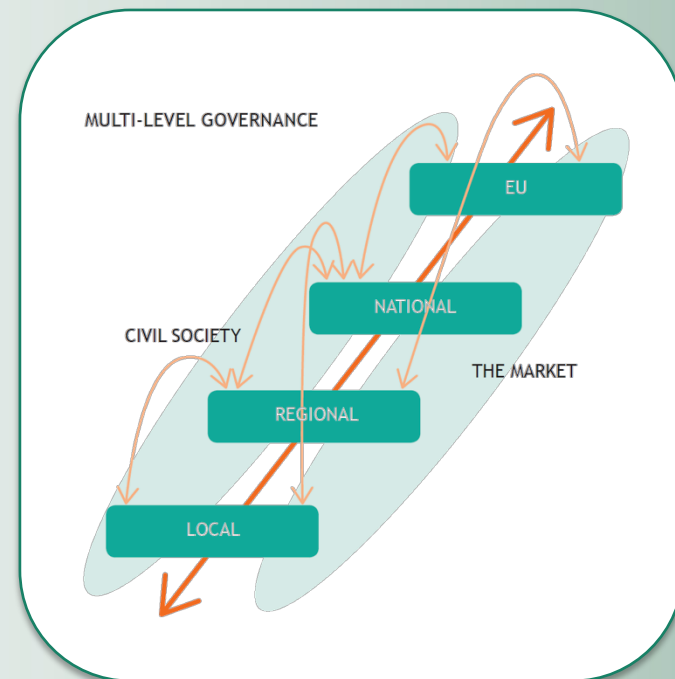
Increase knowledge among local/regional planners **to** integrate the supply chain management and resident/business mobility needs in investment planning, in order to **benefit from the access to the CNCs**

The project aims for Vidzeme Region:

Change attitude of local/regional decision-makers in confining the strategic transport planning and implementation activities to the local dimension, with no European/CNC transport perspective taken into account

Challenges for Vidzeme

- How to **trigger** and **sustain** growth impulses in a rural and declining region through an **improved access** of residents and businesses to **urban centers** and better connection to **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?



What we have
done to
receive the
results?

Meetings and discussions
with Project Partners,
Valga

Interviews with authorities
and stakeholders

Seminars and workshops

Roundtable discussions

Feedback from
stakeholders on
Mobility plan

Aims of the Vidzeme Mobility Invest Plan 2030

- Improve functional access of the region's territory to the North Sea-Baltic Corridor and to the Baltic Sea ports in order to utilise the convenient geographical position of the Vidzeme Region at a crossroad of inland transport flows to Estonia, Russia and Belarus (e.g. towards Tartu and Pskov)
- 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 optimise 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
- 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

Development of the Mobility Plan



Who benefits from the project?



Local and regional authorities in the corridor catchment areas interested in economic development prosperity/growth measures based on the proximity to the CNCs

Industry stakeholders interested in deploying more efficient supply chains to/from and through the corridor catchment areas

Thank you!

