BSR TRANSPORT CLUSTER

Cluster output 3:
Cluster dialogue with policy stakeholders

Cluster output 3.2:
Cluster discussion paper

Responsible: Joint Spatial Planning Department Berlin-Brandenburg

Final version dated 23 August 2013

Theses

Project part-financed
by the European Union
(European Regional Development Fund)

Baltic Sea Region
Programme 2007–2013

LAND BRANDENBURG
Berlin
Gemeinsame Landesplanungsabteilung

Preface

Between 2007 and 2013 sixteen projects have been funded under the priority “External and internal accessibility” in the Baltic Sea Region Programme. Those projects addressed with transport related issues relevant at the Baltic Sea Region level like the development of transnational transport corridors, the improving of road safety, greening transport or reducing emissions from maritime transport.

Eight projects joined under the auspices of the Baltic Sea Region Programme in the “Cluster: Sustainable, multimodal and green transport corridors” combining their vast knowledge covering all aspects of sustainable transport development. Being a platform scaling the whole Baltic Sea Region and connecting all modes, the cluster cooperation will lay out the formula for a green BSR transport network. With this coherent concept they will take joint standpoints on future EU and macro-regional transport and regional growth policies.

The cluster discussion paper is to be seen as a joint address of the representatives of all eight projects to policy stakeholders at national and European level, pointing at major challenges in development of a harmonized transport system in the Baltic Sea Region.

Amber Coast Logistics

Improvement of the air cargo transport sector

Bothnian Green Logistic Corridor

Baltic Sea cooperation for reducing ship and port emissions

East West Transport Corridor II

Rail Baltica Growth Corridor

Scandinavian-Adriatic Corridor for Growth and Innovation

Towards an integrated transport system in the Baltic Sea Region

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1. Aligning forces: A harmonized transport system in the Baltic Sea Region needs better alignment of regional, national and European interests.

Global competitiveness requires the Baltic Sea Region to establish a well-functioning transport network that crosses national boundaries, connects people and enables goods transport to main consumer markets.

The European Commission is fostering a Single European Transport Area based upon a TEN-T core and comprehensive network that shall be established until 2020 and 2050 respectively. There are two major core network corridors connecting the Baltic Sea Region to other EU areas: the Corridor Helsinki-Valletta and presumably the Corridor Helsinki – Rotterdam crossing each other in Berlin-Brandenburg region.

Within their Strategy for the Baltic Sea Region (EUSBSR), the European Union defines "Transport - Improving internal and external transport links" as priority area (PA 11), demanding the member states to "cooperate on national transport policies and infrastructure investments".

As transport policy is shaped primarily at national level instruments are needed to adjust European, national and regional interests in transport policies that reflect on transnational infrastructures and transport policies issues.

Cluster partners share the view that in order to develop the green transport corridors, appropriate governance structures are needed.

Corridors, such as the Core Network Corridors suggested by the European Commission, are seen as a proper concept to organize transnational cooperation in the transport sector. As the core network corridors represent the most important transport links at European scale, they should be complemented by corridors and transport links, especially maritime ones, at BSR scale as named in the EUSBSR Action Plan.

As strategic development interests of the Baltic Sea regions are concerned, the regional level should be represented in any corridor related organizational structure enabling a fair balancing of interests.

The representatives of the BSR transport projects appreciate the strengthening of the EUSBSR approach towards BSR transport policy and an active role of Priority Area 11 coordinators in implementing the strategy at the interface between macroregional, national and regional level.

The BSR transport projects proved their ability to organize stakeholder networks involving different decision making levels and to consolidate them like the example of the East-West-Transport-Corridor Association shows.

The representatives of BSR transport projects therefore offer their support to the European Commission and the member states in organizing cooperation processes and in setting up organizational structures in accordance with the aims of multilevel government to improve information flows, to synergize national and regional transport investment priorities and to put a stronger focus to transnational investments – be it at BSR or at corridor level.

2. Synergetic planning: A harmonized transport system in the Baltic Sea Region needs to be designed jointly.

Intrinsically tied to the alignment of transport policy is a joint understanding of the transport system that refers clearly to the infrastructure investments and transport policy measures.

There are different transport planning documents at BSR level, representing different perspectives, like the Baltic Transport Outlook 2030, the NORDIM study fed into the Northern Dimension Partnership for Transport and Logistics Regional Transport Network and the Macroregional Transport Action Plan as a result of the BSR transport project TransBaltic.

They are lacking a clear reference to national transport policies and planned investments.

The representatives of BSR transport projects express the wish to further qualify the existing strategic planning documents at BSR level with the aim to obtain a harmonized decision making basis at BSR level that finds a liable response in national transport planning.

Transport planning should take into account future developments in transport patterns that are relevant for the alignment of transport policy at BSR level, like the reinforcement of East-West railway links in Russia or the growing importance of the Northern Sea Route due to climate change.

3. Smart Financing: Transnational transport projects require innovative financing mechanisms.

Transport infrastructure requires huge investments. ETC-funded projects usually do not support investments in infrastructure. But project partners can come up with ideas how to attract and link financial sources. The challenge is to bring relevant actors to agree on international investment.

There are multiple funding sources for transport infrastructure investments. The loans of the International Financing Institutions (IFI) play an important role. For the equity type of financing, often the state or municipality level funds are being used.

Most likely in the near future the public financing sources will be more limited than now, especially state and municipal funding for infrastructure. It will be necessary to mobilise more private financing.

The BSR Programme can help to harmonise national practices in mobilising private financing. It can also create good practices in developing transnational public-private financing solutions and lifecycle solutions for transport infrastructure investments.

In that context, representatives of BSR transport projects appreciate the further strengthening of the "user pays" / "polluter pays" principles in re-financing transnational transport infrastructure, the increased engagement of the private sector (PPP) and the use of innovative funding instruments.

Good examples are given in the BSR region, like

- The E18 motorway from Grimstad to Kristiansand (Norway),
- The Øresund Bridge (Sweden – Denmark) or
- The tram line no 4 in Tallinn (Estonia).

4. One project – best fit: Integrated funding by combine European, national and regional instruments is needed to reach the best possible effects.

There is a number of instruments to foster the implementation of European transport policies developed by the European Commission like the TEN-T program as a sectoral instrument or the ETC-programs under the European Regional Development Funds. For the next funding period 2014-2020, the EC suggests the Connecting Europe Facility complemented by ERDF and CF as main instruments to implement European transport policy aims. Moreover there is a number of national and regional instruments that could be used to implement parts of transnational investments locally.

The experience from the BSR transport projects shows, that the different instruments may very well complement each other. For example, within the Scandria project, case studies revealing the concrete need for investments were the basis for related applications to the Motorways of the Sea and the Marco Polo program that support the implementation of these investments.

Therefore the representatives of the BSR projects appreciate all measures to create links between the instruments provided by DG MOVE and DG REGIO at the European Commission concerning TEN-T and European Territorial Cooperation as well as the national and the regional level (like ERDF operational programs) especially.

5. Blueprint for greening transport at European scale: The Baltic Sea Region is ahead of others when it comes to green transport solutions.

The transport sector has to contribute to the reduction of CO_2-emissions as laid down in the EU2020 strategy. This is a challenging task especially before the background of growing transport volumes. Therefore measures to increase efficiency, to develop innovative logistics solutions, to consolidate goods, to introduce alternative fuels or to green urban transport will be of major importance.

The BSR transport projects laid a major focus to greening transport by developing strategies, testing concepts and promoting the issue of greening transport to a wide range of stakeholders, especially from business and policy. Examples are the Green Corridor manual developed by the East West Transport Corridor II project, intermodal train concepts, developed within the Scandria project or the investigation of less pollutant shipping in the Baltic Sea, by e.g. shore-side electricity or cleaner fuels for ships as focused by the project Clean Baltic Sea Shipping.

Independently from the BSR transport projects, there is an advanced knowledge about green transport technologies and green logistics available in the Baltic Sea Region, which is unique at European scale.

The representatives of the BSR transport projects share the view, that green and efficient transport corridors are a building block of a sustainable multimodal transport system in the region and envisage to further investigate and promote green transport solutions that are applicable under different national frameworks, to support their development, testing and the implementation in close cooperation with BSR states and the European Union.

Efficiency and sustainability are the main characteristics of green transport corridors, applying not only to infrastructure, but especially to the organization of supply chains by making best choice of transport modes (co-modality) and by consolidating transport flows.

To achieve these goals, sound management of green corridors is needed, including the development of common regulations, standards and border crossing operations. Moreover, the involvement of the private sector is a necessity for developing a well-functioning transport corridor.

Key performance indicators are seen as valuable benchmarks that allow to track progress in developing a green transport corridor and to define individual targets.

Therefore representatives of the BSR corridor projects encourage the use of key performance indicators developed e.g. by the project East West Transport Corridor II that are easy to apply and widely accepted.

The development of green transport corridors needs the involvement of a number of stakeholders, especially from business and policy making. The representatives of BSR transport projects are willing to support the green corridor development by their experiences, providing blueprints like:

- In setting up a management structure (e.g. EWTCA),
- In involving local citizens and politicians (e.g. Green Corridor Brenner),
- In involving business stakeholders (e.g. BGLC),
- In successfully linking strategic approach and implementation of concrete measure (e.g. Scandria) or
- In setting up a learning programme dedicated to the logistics sector (e.g. ACL).

6. The Baltic Sea connects: Maritime transport is an essential function provided by the Baltic Sea.

In Baltic Sea ports more than 425 million tons were shipped 2010 by short sea shipping reaching nearly the pre-crisis level from 2007.

In 2015, the final stage of Annex VI to the MARPOL convention about a sulphur emission control area (SECA) in Baltic Sea and North Sea will enter into force, meaning that ships entering the sulphur emission control area are not allowed to use fuel oil exceeding 0,1% sulphur content.

BSR projects like Clean Baltic Sea Shipping or BSR Innoship investigated opportunities to reduce ship and port emissions by innovative measures, such as use of shore-side electricity, supply of cleaner fuels for ships and port trucks, use of liquefied gas (LNG) as ship fuel and disposal of all ship sewages in port.

The representatives of BSR transport projects encourage the Commission and the BSR programme to further support the development of technological solutions that ensure competitiveness of maritime transport, especially short sea shipping, in future.

7. Sustainable air transport: Lower fuel consumption is beneficial for business and environment and ensures lower CO_2-emissions while air cargo volumes are rising.

The Baltic Sea Region is rather famous for its maritime transportation than for air cargo operations but ongoing activities are indicating that air cargo might play an increasing role in the future transportation of valuable and time critical cargo within the BSR.

Efficient organization of air cargo transport could reduce airborne emissions significantly.

Therefore representatives of BSR transport projects related to air transport took the initiative to

- rise transport stakeholders' awareness of the huge role of aviation and the air cargo sector in the accessibility of the Baltic Sea Region with a significant influence of the major aviation hubs and a "feeder" role of regional airports;
- Better utilization of opportunities and possibilities offered by air cargo for hubs and regional airports in order to strengthen the economic viability of the aviation;
- Define the role of Road Feeder Services in the common BSR Transport Strategy.

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