North Sea Baltic connector of regions

The project aims to improve the sustainable accessibility of the Eastern Baltic Sea Region (EBSR) to freight and passenger transport. It underlines the importance to link the input from transport operators and the business sector to the improvement of interoperability and proposes their view on measures needed to remove bottlenecks in border crossing areas.

Summary

The project aims to improve the sustainable accessibility of the Eastern Baltic Sea Region (EBSR) to freight and passenger transport. The project will contribute to the EU TEN-T Transport Infrastructure Policy, that connects the continent between East and West, North and South, by taking its implementation to the regional and local level connecting the TEN-T core network corridor (CNC) of North Sea Baltic to its catchment area and access routes in EBSR. The project will implement the TEN-T Policy from a regional development perspective and bring the needs of peripheral regions to the CNC context.

Project activities consist of logistics, long distance commuter services, transnational community building and transport branding. In logistics the project underlines the importance to link the input from transport operators and the business sector to the improvement of interoperability and proposes their view on measures needed to remove bottlenecks in border crossing areas. In long distance commuting the project underlines the need to synchronize long distance transport to urban transport systems. This includes both infrastructure and ITS solutions that are developed on selected major commuting corridors. In ITS, the project operates as a platform for transnational applications to locally operating services. The outputs will contribute to interoperability by bringing the transport operators’ viewpoint and ITS solutions into logistics and passenger transport development on a transnational level. In policymaking,
the project brings a transnational perspective into spatial planning in transport, as these are often carried out in little synchronization between countries.

The project produces a joint transnational vision of regional development with recommendations for policymakers in passenger and freight transport. The vision connects the second level nodes and access routes to CNC and improves the position of cross border areas. The role of urban nodes remains crucial as service points between CNC and remote areas. In branding, the project uses the mega project of Rail Baltica as a case. The case highlights the political decision making process of the infrastructure project and stakeholders’ relations as a multilevel governance structure. The data of the Rail Baltica case is used to build a branding model for Rail Baltica among its stakeholders. The case data is also used to increase awareness of the future rail service as part of a multimodal transport system among potential passengers and business users.

The project is part of the implementation of the NSB CNC work plan via the Corridor Forum in which Member States, infrastructure managers and regions communicate with the European Commission and European Coordinator. The project operates as the transnational cooperation platform in spatial and transport planning and communicates the outputs of grass root level activities to policymakers on regional, national and EU levels. The activity of transnational roundtable meetings brings the project's outputs to wider distribution among policymakers, transport operators and users.