Sustainable, multimodal & green transport corridors
Facilitating transport in the Baltic Sea Region
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In 2011 the Baltic Sea Region Programme 2007-2013 launched an instrument known as cluster initiatives. The Programme supports four clusters in the following themes: energy, water, transport and innovation.

Eight transport projects jointed forces in the transport cluster initiative to streamline results and make them better visible. The cooperation in the cluster is an opportunity to identify synergies and complementarities between the transport projects, thus providing a better overview of their findings and outcomes.

This brochure is a first attempt to demonstrate what has been achieved by cooperation between transport projects in the BSR. In combination, the results of each individual project are available for a wider group of stakeholders. Strong in unity, the projects address the macro-regional perspective of transport challenges and solutions towards decision and policy makers. Furthermore, work done by the cluster consortium will be further coordinated with national ministries.

Transport cluster partners and the Joint Technical Secretariat Team

Over past years a lot of knowledge has been gained, cooperative networks set up, experiences exchanged in the field of transport. Funding such type of transnational cooperation is crucial to implement the EU Strategy for the Baltic Sea Region. Transnational cooperation gives an opportunity for organisations at the regional/local level and for business companies to find partners sharing common interest and to set and work towards joint aims across country borders. It would not have been possible to accomplish this without support from the Programme’s funding.

One has to make use of this knowledge and put it into practise in order to connect people and businesses in the region, increase its competitiveness and generate growth and jobs. Thus the future projects should be oriented towards concrete results—implementing the ideas developed so far in the most effective way. At the same time, there should still be opportunities for new ideas.

The projects point out the gaps between countries in the macro-region regarding transport development. The knowledge gathered through the transnational cooperation projects represents mostly expertise of the regional and local actors. It has to be more effectively combined with the national policies. Multi-level governance models could be a tool to help us combine findings of transnational cooperation projects with national policies and investment programmes.

Thomas Erlandson
“Transport” Priority Area Coordinator, EU Strategy for the Baltic Sea Region
The Action Plan of the EU Strategy for the Baltic Sea Region (BSR) underlines the role of transport in addressing the geography and socio-economic growth challenges specific for this territory. Long distances between urban centres, remoteness to main European market areas, extensive travel times, harsh climate conditions, the central location of the Baltic Sea both protruding and enabling communication, and neighbourhood of Russia as an important global player are exemplary factors that make good transport connections a necessity for the region.

The cluster cooperation fostered the idea of a green transport scenario for the Baltic Sea Region, developed in the TransBaltic project.

**Green Scenario 2030**

The Green Scenario implies an effective implementation of EU regulations, restrictions and incentives, designed to tackle so-called transport externalities (e.g. emissions, pollutions, noises, accidents and congestions).

The Green Scenario to the maximum extent employs the transport greening policies, which aim at seeing all transport modes complementary to each other (so-called ‘co-modality’), in order to reduce the environmental impact and improve energy efficiency of transport. The Green Scenario assumes that the European Commission’s transport greening policies will internalise transport costs, which means that transport users will be obliged to pay for the ‘hidden’ costs generated by transport. This will lead to a better balance of transport modes, in particular between road and rail freight transport, as a result of public investments in railway infrastructure.

The Green Scenario predicts a balanced and positive economic growth in the Baltic Sea Region, with diminishing disparities between the western and the eastern parts as well as between metropolises and the countryside. Flourishing trade with the EU neighbours and the Far East will benefit urban centres and transport hubs located on international routes, in both east-west and north-south directions.
The idea behind this concept is to create corridors of excellence, carrying concentrated volumes of long distance international freight. They are expected to perform well in terms of energy use, emissions and environmental impacts. At the same time, they must be attractive to business stakeholders by offering reliability, reduced congestion and low operational cost.

In a network of green and efficient transport corridors supply chains use the optimum combination of modes, adjusted to the territorial and socio-economic specificities of the corridor, with railroads, inland waterways, modular road trains, technologically advanced trucks and other innovative solutions available. The nodes, strategically located along the corridor, play a vital role as robust entry/exit and transhipment points, and offer open and non-discriminatory access to all potential users.

The cluster cooperation shares the view that green and efficient transport corridors are a building block of a sustainable multimodal transport system in the region. However, in competition with other macro-regions for the global flows, the system must be resilient enough to accommodate transport pattern changes resulting from natural tendencies, socio-economic trends and policy developments.

This aspiration requires actions to: **integrate** the Baltic Sea Region over the land and maritime borders, **interconnect** national and regional transport networks, and **interface** public and private strategies and planning frameworks.

The three actions supplement the measures promoted by the Commission in the 2011 White Paper on Transport (‘internal market’, ‘innovation’, ‘infrastructure’, ‘international dimension’). The 2050 vision of realising a safe, competitive and resource-efficient transport system for the European Union is achievable, but requires that the EU transport policy mea-

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**Figure 1: Territorial visualisation of the Green Scenario**
The figure depicts the state of affairs as of 2011 – with major transport corridors under investigation of transnational and cross-border projects co-financed by the European Territorial Cooperation Programmes in the BSR and active in the cluster cooperation. The network map is not exhaustive in terms of links included (green lines). The map does not show the volumes of different flows. Illustration: Region Skåne and produced by Ramboll

**A network of green and efficient transport corridors**

A network of green and efficient transport corridors in the Baltic Sea region forms the territorial projection of the green scenario (see the figure 1).

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“The cluster [...] aspires to strengthen complementarities and synergies of individual results, provide a joint and harmonised contribution to the EU Baltic Sea Strategy and the EU transport and cohesion policies, and to promote a corridor approach in strategic transport planning in the BSR at the EU, macroregional, national and regional levels. Thereby, the cluster ensures better visibility of the BSR Programme to a broader public and the wider practical application of the programme outcomes.”

Wiktor Szydarowski
Transport Cluster manager
calls for a shared strategic vision, coordinated territorial and sectoral policies and a joint implementation framework at the BSR level (multi-level and multi-actor participatory process with applied competence of public and private stakeholders from the BSR). The Green Scenario and policy actions set forth in the Macroregional Transport Action Plan may be instrument to that purpose.

- The geographical area of the Baltic Sea Region, with territories of the EU member states and the EU neighbouring countries (Norway, Russia and Belarus), which requires streamlining of actions between the implementation bodies of the EU Strategy for the Baltic Sea Region and the Northern Dimension Partnership on Transport and Logistics.

- The pro-active approach to the TEN-T implementation in the region to help develop a functional network of green and efficient transport corridors, with integrated road, rail and short sea shipping links, spread over the whole BSR territory and capable of absorbing the still growing intercontinental freight flows.

- Governance needs for a network of green and efficient transport corridors in the Baltic Sea Region to mobilise public and private stakeholders from different environments, geographical areas and planning/management cultures to cooperation on necessary investments, harmonisation measures and stimulation of business models.

**Recommendations**

In order to ensure the mobility of citizens and businesses, boost sustainable economic growth and territorial cohesion and improve access to different parts of the Baltic Sea Region, while not compromising environmental and social needs, the EU transport policy instruments should reflect:

- The macro-regional dimension of transport development addressed in the EU Strategy for the Baltic Sea Region, which

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**Key policy messages of the MacroRegional Transport Action Plan:**

1. Apply a place-based approach to the transport policies
2. Create efficient interfaces between the national transport networks
3. Strengthen the role of the BSR as a transport gateway area
4. Pursue a network of green and efficient multimodal transport corridors
5. Establish sufficient multi-level governance mechanisms
6. Apply an incremental, need-based approach to infrastructure investments

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[Transbaltic.eu](http://transbaltic.eu/wp-content/flipdf/transbaltic.html)
Do we need to steer the development of transport corridors?

Transport is the backbone of the economic development in the region. It is evident that some developments in the transport corridors take place naturally without any steering mechanisms. However, in order to facilitate the development of green corridors they have to be managed properly.

Cluster partners share the view that in order to develop the green transport corridors, appropriate governance structures are needed. One has to coordinate multiple interventions removing obstacles that hinder the efficient flow along the corridors. Management structures also help to facilitate a dialogue between corridor stakeholders and to harmonize procedures and documentation used in transport operations along the corridors.

**What is the best management structure for a green transport corridor?**

The cluster partners identified possible corridor governance structures. For example, Bothnian Green Logistics Corridor carries out the study on “Transport Corridor management structure” in order to find examples on corridor management structures from other countries. The study reveals that successful management structures require agreements that define clear targets, roles and responsibilities of different actors and stakeholders. This can be achieved for example by Memoranda of Understanding, partnerships and Action Plans. Also Key Performance Indicators or service level agreements may be used in business driven corridor development. The KPIs may relate to infrastructure assessment, land use around corridor, energy needs for transport modes, safety, equipment and transport throughput, and level of service.

Furthermore, the corridor development depends on maturity of the corridor and identified bottlenecks. In the beginning a corridor development is usually a public-lead project concentrating on infrastructure and political issues, followed by analysis on business potential and markets resulting in a mature business-lead corridor.

Corridor development often focuses on bottlenecks related either to infrastructure or business. The former are typically relatively well known, whereas the latter are likely to remain within the business actors’ community and are not openly discussed.

It seems that there is no “single-solution” management structure for a corridor. All corridors are different, they are at different stages of maturity, have different potentials for business, vary in size, scope and geography. The key success factors for developing a corridor include e.g.:

- Wide participation from different stakeholder segments (public, private, regional, national)
- Clear objectives in terms of physical infrastructure development
- Wide social acceptance, which includes environmental aspects
- Clear leadership and transparent motivation that helps communication and makes the efforts credible in the eyes of other stakeholders and the public
- Clear objectives that support the policies and programmes of national and international organisations
- A management structure that gives every stakeholder a voice and mandate to act.
Do we have examples in the region?

SCANDRIA Alliance

The political initiative for the SCANDRIA corridor started in spring 2007, when the political representatives of the partners in the Corridor of Innovation and Cooperation (COINCO) between Oslo and Berlin, signed so called COINCO Charter. This process initiated the South – North – Corridor discussion especially between the East German States on a political level.

In autumn 2007, ministers responsible for regional development of the Eastern German Federal States signed the Berlin Declaration, demanding “an attractive transport infrastructure as well as internationally competitive and efficient means of transportation within the Scandinavian – Adriatic Development corridor”. Based on this development in 2008 the German Federal Ministry of Transport, Building and Urban Development supported the development and implementation of concrete transnational cooperation projects.

In 2011, the cooperation was further confirmed by the Declaration of the Development of Innovation and Growth along the Scandinavian Adriatic Corridor (Scandria Berlin Declaration). This Declaration aims to initiate further closer cooperation within the SCANDRIA corridor from Oslo and Stockholm via Malmö and Copenhagen to Berlin and to the Adriatic Sea. Among other things the signed parties agreed to actively contribute to the SCANDRIA Action Programme in order to improve the connection between Scandinavia and the Adriatic Sea via Berlin.

The SCANDRIA Action Programme defines the vision of the SCANDRIA corridor in the year 2030 and suggests actions to make this vision to become reality. To encourage the realisation of the action proposals and involve further stakeholders, the partners envisaged to establish an open, multi-level cooperation platform, the SCANDRIA Alliance.
It is suggested that the Scandria ALLiAnCE should consist of (see the figure 2):

• a policy platform for political representatives from regional, national, EU and industrial level
• a coordinative body at working level, e.g. responsible for coordinating SCANDRIA Alliance
• work groups at expert level addressing number of relevant thematic issues, e.g. governance, logistics, railway, green corridor.

**East West Transport Corridor Association**

Stakeholders in the East West Transport Corridor II project aimed to develop the EWTC into an efficient “green” transport corridor able to match European policies and market demands for growing freight transport. Together, objectives and outcomes of the EWTC II project are in line with actions of the EU Strategy the Baltic Sea Region such as: improve connections with European Union neighbouring countries (e.g. Belarus and Ukraine), develop efficient intermodal transport and logistics solutions, and promote short sea shipping.

It was evident that a specialised structure was necessary to implement such ambitious plans. The International East–West Transport Corridor Association (EWTCA) was established in June 2010 as an innovative instrument for regional and inter-regional cooperation, uniting representatives from business, academia and public structures with the primary task to establish mutual dialogue that would lead to the most environmentally friendly, sustainable, efficient and safe connections for freight transport in east–west direction within the BSR and beyond.

Among 37 members of the Association from 13 European and Asian states there are major transport and logistics players not only in the BSR, but also partners playing important role in the development of global European-Asian transport corridors, for example, Ukraine Railways, Asia Continental Landbridge Logistics Association Council (China). The activity of EWTCA is strongly supported by academic and research institutions, e.g. Wismar University of Technology (Germany), Institute of Spatial Planning, Development and Foreign Relations (Russian Federation).

Although the EWTC Association is an entity not directly engaged in transportation or logistics business and is facilitating the development of transport connections in the BSR as well as beyond this region, the Association’s partners are acting as “locomotives” in implementing regional and trans-regional projects or testing European–Asian transport connections.

One of these projects is “Vikings”. Transporting containers along the Viking Train route of 1734 km length (Klaipėda – Minsk – Odessa / Ilyichevsk) connecting the Baltic and the Black Sea Regions, takes 52 hours. Harmonised prior declaration systems reduced time for crossing EU and Belarusian borders down to 30 minutes.

We have big ambition to work as facilitators and catalysts in implementation of the EWTC Strategy and Action plan prepared by EWTCII team. Without a strong management structure mastering such task is impossible.

Dr. Algirdas Sakalys, President of the EWTC Association
In order to ensure good management of green corridors, the bodies and actors need appropriate tools and solutions. For this purpose partners in the transport cluster developed several supporting tools and concepts, e.g. the Green Corridor Manual, Key Performance Indicators, the Information Broker system, and the Block train concept.

Examples of tools and concepts developed by cluster partners

Guiding tool - Green corridor manual

The East West Transport Corridor project was a front-runner and developed a Green Corridor Manual. The purpose of this manual is to identify the basic elements that constitute a green corridor, compared to a traditional freight transport corridor. The manual can be used either when improving existing transport corridors or when developing new green corridors.

It is designed for authorities on different administrative levels, infrastructure operators, service providers of different kinds, and organisations responsible for the green corridor management. At the same time the manual serves as a source of information to customers interested in using the corridors.

How to measure ‘greenness’ of the corridor - Key Performance Indicators

The primary use of Key Performance Indicators (KPIs) in green transport corridors is to assess and monitor the status or development of the separate processes within a corridor in terms of sustainability. The indicators should be closely linked to practical transport logistic operations. Hence, the aim is to assess relevant and practical KPIs that can “push” transport logistics services in a sustainable direction.

In order to reflect green transport and corridor performance, one has to include KPIs for both operational aspects, i.e. links and nodes, transport techniques and transport logistic solutions, as well as enable aspects, i.e. hard and soft infrastructure, policies and regulations.

The purpose of Key Performance Indicators is to monitor a specific activity in order to:
1. Establish knowledge about the present status
2. Identify processes in need of attention
3. Observe on-going changes over time
4. Compare different systems
5. Make prognoses concerning possible developments
The purpose of selecting indicators by partners of the EWTC has been a delicate and pragmatic balancing of relevance and access data. It is furthermore clear that this selection will change over time, as data will become more easily available in the future.

**Can it be greener? Railway development in the Baltic Sea Region**

Rail Baltica Growth Corridor develops the most environmentally friendly transportation mode – a modern, international railway line to connect remote Northern and Baltic parts of the BSR to continental Europe: Helsinki (via ferry connection) to Tallinn, Riga, Kaunas, Warsaw and Berlin.

The railway connection in the Rail Baltica corridor exists, but it does not meet the requirements of modern railways as to its infrastructure nor service.

It is mostly used for east-west transit cargo transport. Back in 1935, it was possible to travel all the way from Berlin to Tallinn in approx. 32 hours. It is still possible for a passenger to cover the distance between Tallinn and Berlin using only trains but today the journey requires at least three nights and no less than 7 different trains.

The Rail Baltica Growth Corridor (RBGC) project through transnational cooperation has brought added value for European level (e.g. DG Move, TEN-T Programme) since the contributions have come from the consortium of the cooperating cities, metropolitan regions and regional authorities in the Rail Baltica corridor.

**Rail Baltica Travel Information Network**

The RBGC project has introduced integrated door-to-door travel planner for the Rail Baltica corridor connecting the Eastern Baltic Sea Region to the wider European area. Information about available connections is one of the most important criteria for passengers when choosing public transport.

The RBGC travel planner is connected to the EU-Spirit online travel information service that shares open data between a number of national, regional and local transport operators. The service provides the local route planners with multimodal (road, rail, sea and air) timetable information about commuter transport, regional and long-distance trains combined with ferry and flight information in a transnational online system. This information is accessible via national or regional transport information providers’ systems.

The unique quality of RBGC travel planner is that it is a door-to-door planner, whereas traditional travel planners offer more simple data runs from timetables. The second unique quality of the travel planner is that it includes data on ferries in the Baltic Sea, which have now been synchronized into a travel planner for the first time.

“Having modern, internationally operating Rail Baltica, the change will be overwhelming. It will significantly influence economic development and mobility of people in the Baltic Sea Region. And it will encourage environmental friendly transportation.”

Malla Paajanen, Project Manager, Aalto University, Finland
Innovative Concepts for rail cargo

The SCANDRIA corridor is, from a transport engineering view, highly heterogenic. There are economically developed agglomerations, such as Öresund Region, the Berlin Capital Region and the Adriatic regions around Venice and Trieste, but also the regions “in between” characterized by small and medium sized cities and rural areas. In addition, the Baltic Sea is an obstacle for freight transport between Scandinavia and Central Europe.

In order to develop connections that meet the aforementioned criteria and still cover as much of

SCANDRIA as possible, different transport concepts that overlap and complement each other are necessary. For this purpose partners in the SCANDRIA corridor developed and tested several block train concepts, which are intended for intermodal freight. The following block-train concepts were tested:

- Berlin–Ulm–Motara (IT)
- Green Line: Hässleholm (SE) – Lovosice (CZ)
- Rostock – Lovosice (CZ)
- Rostock – Trieste (IT)

Although the transport potentials ascertained were often not large enough to enable the economic operations of block trains, it seems that globalisation and European integration will raise demand for freight transport along the SCANDRIA corridor. By testing the block train concepts the partners in the SCANDRIA corridor accomplished the important task to make the corridor more visible to logistic companies. This increases the chance that such companies will act swiftly when a market for further connections emerges. The developed concepts serve as guideline for market actors to show what is possible and how certain solutions could work. The concepts were communicated to more than 40 companies.

Information Broker concept

The partners in EWTC have explored the potential of Information and communication technology for Intelligent Transport Systems by introducing the concept of an Information Broker.

EWTC tested the system: the Information Broker System design fulfils all requirements and can be used in a full-scale implementation.

The test case concluded that all efficient green freight transport corridors, such as the East West Transport Corridor, need an Information Broker. The foremost component of the Information Broker is a digital information exchange. This exchange is a key to facilitating transports, improving transport system efficiency, and reducing negative impacts on the environment because it allows corridor actors to plan better and react quicker and more appropriate. It does so by providing corridor actors with access to easily interpretable real-time information about the environment (e.g. traffic information and weather conditions) and with the capability to easily exchange business related information in real-time with partners, and authorities and other actors in the corridor.

ICT-methods for air cargo

Baltic.AirCargo.Net project deals with the air cargo transport sector. Partners focus on service oriented ICT-methods and processing logistic networks with terrestrial transportation. Standardised and unitised
information data will allow for an effective communication within the air cargo sector and contribute to the development of cooperation structures instead of competition.

**IT solutions for remote areas**

The Amber Coast region with its natural hinterland is one of the most promising logistic areas in Northern Europe. But a lot of this potential is untapped because of freight transport and logistics infrastructure being underdeveloped. The Amber Coast Logistics (ACL) project develops strategies that improve accessibility of this remote part of the Baltic Sea Region.

It also aims to reduce obstacles to transport flows between the EU, Belarus and Russia.

Measures to improve the logistical integration of badly accessible areas include a package to improve the speed and quality of data exchange. ACL partners are developing web-based software solutions. The IT solution under development is a web-based system, a limited version of it be accessed anywhere, anytime via mobile phones and tablets. Once participating companies have entered, for example, transport or handling orders into the system, their business partners will enjoy instant access to these documents and can respond accordingly. The system offers multi-language support (initially Polish, English, German and Russian), the ability to import and export documents from XML and Excel files, consolidation of transport and handing orders and their status management and the provision of relevant statistics.

The package is being piloted in an intermodal transport corridor from Poland through the Port of Elblag to Kaliningrad and further east to Belarus and Russia. The first stage of this pilot involves implementing the system for Polish exporters and in the Port of Elblag from where goods are shipped to Kaliningrad.

The ACL is striving to promote local logistic solutions by implementing communication measures and developing new servicers for the logistic industry. For example, a new web-based service is being planned to enable logistic centres, freight villages and Amber Coast ports to communicate any services available on a short-term basis more effectively. This can lead to win-win situation for the region’s remote areas and logistic service providers.

“Focusing mainly on the freight transportation in aviation industry, Baltic.AirCargo.Net project is rather an outstanding network in the “green” community of the Transport Cluster Initiative, which has proven to be a high-level forum for exchange of current inter-regional transport strategies and joint preparing of future ones. The main efforts of Baltic.AirCargo.Net here have been the rise transport stake holders’ awareness of the huge role of aviation and 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. Aviation is facing a strong competition nowadays and the BSR shall utilize possibilities offered by air cargo in order to strengthen the economic viability of the aviation.”

Baltic.Air.Cargo.net team

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“TEN-T development is about facilitating transport flows in the internal market and about providing accessibility for all regions. Infrastructure is the basis for mobility. Therefore, an integrated and innovative TEN-T development makes a vital contribution to enabling sustainable – “green” – transport solutions for passengers and freight. The Baltic Sea Region Transport Cluster Initiative, together with other transnational cooperation initiatives, has already helped shaping this approach. The new TEN-T Guidelines, which are currently in the inter-institutional negotiation process, will provide public and private actors – such as the Baltic Sea Initiative – with a wide range of further opportunities to contribute to a “greener” transport system, i.e. notably to reducing carbon emissions from transport.”

Gudrun Schulze, Trans European Network Unit, DG Move, European Commission
Unlocking cooperation for transport investments

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. What are the solutions in the region? How are big transnational infrastructure investments financed?

The report “Best practices in transport infrastructure financing” collects examples of financing arrangements/possibilities that are available for transport operations and investments in the Baltic Sea Region. It also features multiple cases where such instruments have been used. Most of the cases are successful examples, so they qualify as “good practices”.

This report will help prepare and implement future transport projects in the BSR. Also national authorities responsible for transport investments will learn from the report. E.g. the Finish Transport Agency is, of course, well aware of what is happening in Finland. But the agency expressed interest in a broader set of best practices on how financing of infrastructure investments is successfully implemented in other countries. The report is a very good starting point for exploring new financing models.

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. But those funds are becoming scarcer. Even the European TEN-T financing is not sufficient. Therefore cases, where there is an outside equity investment are extremely interesting.

These cases demonstrate how the decreasing public financing can be in practice combined with large loans of private sector equity investments.

There are several successful cases of investments. One of them is the 53 km section of the E18 motorway in Finland. This is a PPP investment, where a mutual pension funds invested in shares. This is an interesting development and different model, compared to many other cases where usually a state or municipal funds are used. One of the issues is how to make such investments even more feasible in the future.

There are multiple examples of how different financing sources were combined in projects in the BSR. One of the main messages is: financing arrangements vary a lot and there is lots of room for innovation on how financing can be put together for different types of investments. The report offers a framework that helps to classify different investments, especially public-private partnership investments. When existing examples can be categorised, it is easier to
compare cases and see what can be learned or transferred. Yet, what are the benefits of transnational cooperation? Investments are often fairly local in character. Perhaps one of the benefits of transnational cooperation comes from harmonising national arrangements. This would enable the setup of broader financial structures for transnational investments, e.g. Trans-European corridors that are of interest for the Baltic Sea Region and Europe. The corridors are made of small pieces of investments that have to fit together. The question is what level of harmonisation is necessary so that the investments can take place in a logical and beneficial way. The harmonisation can lead to e.g. unified road tolls and other revenue generation mechanisms between the countries to recover the costs of investments. This would make it more feasible for the private sector to invest in infrastructure. It would further make the income side from investment more predictable and help to build PPP structures. The same principle may be applied to the railway charges.

Is it possible to combine ETC funding with other financing sources? What is the role of ETC funding? In the implementation stage of an investment ETC comes seldom as financing source. In some cases the ERDF national funds are used to part-finance the actual investment. The ETC can make a difference by catalysing a more efficient utilisation of national ERDF funds for the investments. National ERDF funds can be synchronised over the borders. The ETC can come in earlier and set the framework.

If we think about the lifecycle of an investment, the present type of ETC funding comes at a very early stage, e.g. feasibility studies before the investments take shape. Yet also at the investment stage the ETC funding can have a role, especially if it helps to mobilise national ERDF funds for the benefit of the transnational investment. So the ETC funding can come at an early preparation stage of an investment and stretch into later stages of the investment lifecycle, most notably the implementation phase.

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.

Combine the need for PPP structures in the future with the opportunities of the ETC programmes to define how the structures may work, and you get the beginning of a road map for future transport investments in the BSR. The roadmap will be elaborated after the transport cluster ended, yet now is the time to take first steps.

During 2013/2014 there will be a number of events/workshops organised in cooperation with the Finish Ministry of Transport. These events will tackle practical ways of unleashing investments, primarily for maritime transport. This process is on-going. The key is to elaborate the roadmap for the future investments.

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Public–private partnership (PPP) describes a government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies. These schemes are sometimes referred to as PPP or P3. PPP involves a contract between a public sector authority and a private party, in which the private party provides a public service or project and assumes substantial financial, technical and operational risk in the project. Source: en.wikipedia.org/wiki/Public-private_partnership.

The report “Best practices in transport infrastructure financing” by The Baltic Institute of Finland is available on the website in the “transport cluster” section at eu.baltic.net/Transport.21807.html.
Who are we?

Rail Baltica Growth Corridor
Rail Baltica corridor connects remote Northern and Baltic parts of the BSR to continental Europe. The project establishes a cooperation platform to enhance policy dialogue between high-level decision makers in the field of transport and regional development. It develops a growth strategy that will provide inputs to local and regional development plans. It develops a travel information network for multimodal timetable information. In addition it carries out a set of activities to improve interoperability between logistics centres in the Rail Baltica region. The corridor is also financed by the TEN-T Priority Project No. 27.

Scandinavian-Adriatic Corridor for Growth and Innovation
SCANDRIA project is part of the initiative to foster the Scandinavian-Adriatic Development Corridor marking the shortest way from Scandinavia to the Adriatic Sea along the transition point from Eastern to Western Europe. The project developed a green transport strategy that presents approaches towards a green freight transport corridor. Together with the corridor investment and infrastructure development strategy a set of recommendations are proposed for the SCANDRIA Action Programme.

TransBaltic - Towards an integrated transport system in the Baltic Sea Region
The project developed a Macro-regional Transport Action Plan for the BSR, which presents a number of policy incentives to better integrate the national and regional networks as well as preparedness measures to make the transport system ready for increasing transcontinental transport flows. The project developed also specific ‘green transport solutions’.

Bothnian Green Logistics Corridor
The project aims to increase integration between Northern Scandinavia and Barents in the Baltic Sea Region and Central Europe. The project develops a Bothnian Green Transport Strategy and a manual for green corridor management. In addition it develops guidelines for locating strategic logistic nodes, a block train concept and business plans for different transport solutions.

Amber Coast Logistics
The project supports development of multimodal logistics centres in the southern and eastern Baltic Sea Region and thereby improves the accessibility of remote areas. The project develops guidelines on regional logistical integration, multimodal transport action programmes and transnational strategies for improving hinterland accessibility. It also develops landside transport chains between the EU and Belarus and beyond.

Improvement of the air cargo transport sector by service oriented ICT-methods and processing logistic network
The project focuses on air cargo sector. It prepares development scenarios for regional airports and guidelines for harmonisation of air cargo and customs certification requirements. The project develops and tests a concept for air cargo transport information system. It carries out training seminars on air cargo ICT system for regional airport staff and logistic service providers.

Baltic Sea cooperation for reducing ship and port emissions through knowledge and innovation-based competitiveness
The project produces analysis on ship-borne air emissions. The project will come up with recommendations on clean shipping in the Baltic Sea and prepare a manual for clean shipping and port operations.

East West Transport Corridor II
The East West Transport Corridor connects BSR with the Asian and European countries surrounding it. The project’s focus is on sustainable development of the corridor with special attention given to railway and hub development, as well as to the facilitation of safer and more secure truck transports. The project developed a green action plan, a green corridor manual and an ITS-based information broker system.
Voices from the projects

“The cluster is a platform for partners and persons truly committed in the BSR transport development. The cluster activities also include national authorities. The cluster certainly gives an added value - for the participants and for the development in BSR.”

Mats Petersson, Head of Unit for Infrastructure Planning and Urban Development, Region Skåne, Sweden

“Despite the difference in geography, we are facing similar challenges and by sharing experiences we are able to avoid the re-inventing of the same solutions. The new contacts and partnerships that we have gained through the cluster will also show concrete results in the long term.”

Carina Aschan, Project Manager, Region Västerbotten, Sweden

“Joining forces in the BSR Transport Cluster facilitates the visibility of the transport projects on EU, Member States and regional levels. Joint experiences increase expertise and knowledge needed to introduce greener transportation and build up Multi Level Governance approaches.”

Horst Sauer, Head of Unit “European Spatial Development” in the Joint Spatial Planning Department Berlin – Brandenburg, Germany

“Joining forces in the Baltic Transport Cluster is a great opportunity to evaluate the existing logistics situation in the region, to define and improve its bottlenecks, and to develop the huge cooperation potential between the EU and its eastern neighbours”.

Marina Rimpo, Project Manager of Amber Coast Logistics, Port of Hamburg Marketing, Germany

“Cooperation between projects is of great value to us, by joining forces we have both been able to test the relevance of our own findings in collaboration with other projects in the region and been able to jointly communicate with relevant stakeholders outside the project partnerships. The joint results will serve as valuable input to our organization’s future work as so many actors from around the Baltic Sea have taken part, thus contributing to the credibility, reliability and applicability of the results.”

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