EU Strategy for the Baltic Sea Region
Challenges

• Highly sensitive sea
• Vast territory — long distances
• Fragmented markets and trade dependent economies
• Increased traffic
Opportunities

- High motivation on environmental issues
- Innovative & dynamic region
- Open economies
- Skilled work-force
- Historic experience in regional co-operation
- EU membership
The Three No:s

- **No** Additional Budget
- **No** New Institutions
- **No** New Legislation
4 pillars for the BSS

1. To make the Baltic Sea Region **environmentally sustainable**
2. To make the Baltic Sea Region **prosperous**
3. To make the Baltic Sea Region **accessible and attractive**
4. To make the Baltic Sea Region **safe and secure**
Action Plan

- 15 Priority areas
- Chapter 11- “To improve internal and external transport links”
- List of Actions and Projects for implementation
Flagship 1 “Complete the agreed priority transport infrastructures

– Fehmarn Belt Fixed Link, Rail Baltica, Nordic Triangle ) and other projects;

– Project Baltic Transport Outlook – forecast 2030;

– The revision process of the TEN-T Guidelines - role of the Baltic Sea region Ministries in this process
Flagship 2 “Northern Dimension Partnership on Transport and Logistics”

– A Memorandum of Understanding establishing the Northern Dimension Partnership on Transport and Logistics (NDPTL) signed;

– The establishment of the Secretariat of Northern Dimension Partnership on Transport and Logistics;

– Outstanding issues: core network of ND; package of infrastructure and horizontal projects to be agreed.
Flagship 3 “Develop the Baltic Motorways of the Seas network

- MoS projects co-financed from the TEN-T programme:
  - Karlshamn (SE)-Klaipeda (LT), Trelleborg (SE)
    - Sassnitz (DE)), Karlskrona(SE)-Gdynia (PL)
  - Gothenburg(SE)-Århus(DK)-Tallinn(EE),
    Gedser(DE) – Rostock(DE),
  - MONA LISA
  - North Europe LNG
Flagship 4 “Shorter splace route”

– The development of North European Functional Airspace Block (NEFAB);

– The operational FAB between Denmark and Sweden;

– The development of the Baltic FAB – end of 2012
Flagship 5 “Cooperate for smarter transport”

- **Green Corridors**
  - Developing concept of Green Corridors;
  - Interreg projects to assist the development of the concept of Green Corridors:
    - TransBaltic;
    - East West Transport Corridor II (EWTCII);
    - Scandria.

- **Other projects in the pipeline**
  - Rail Baltica Growth Corridor
  - Bothnian Green Logistic Corridor
  - Amber Coast Logistics
  - Projects on traffic safety
  - Possible other issues
Baltic Transport Outlook 2030
Aim of the project

The overall aim is to achieve better prerequisites for national long term infrastructure planning in the Baltic Sea region to make the region more accessible and competitive.

Contribution:

1. A common view of the region’s development concerning transport flows and economic growth
2. A joint awareness of future challenges and potentials
3. Better knowledge exchange of national and regional transport systems
Baltic Transport Outlook 2030 - BTO

**Project coordinator:** Swedish Transport Administration on behalf of Swedish Ministry of Enterprise, Energy and Communications

**Project period:** 1 June 2009 – 31 December 2011

**Total budget:** € 1,000,000

**Co-financed 50% by TEN-T**
Geographical scope

Norway, Sweden, Finland, Estonia, Latvia, Lithuania, Poland, Denmark

Part of Russia: Kaliningrad Oblast, St. Petersburg, Leningrad Oblast, Karelia Republic, Murmansk Oblast, Novgorod Oblast and Pskov Oblast

Part of Germany: Berlin, Brandenburg, Mecklenburg-Vorpommern, Schleswig-Holstein, Hamburg, Bremen and part of Niedersachsen
Target groups

- National long term infrastructure planners in the Baltic Sea region
- National, regional and local politicians
- Governments, governmental agencies
- Public and private stakeholders in the transport sector
- Transport networks in the Baltic Sea region
BTO 2030: Task 1: Strategic Network Methodology

The strategic network should:

• 1. Contribute to a strengthening of the internal market mechanism in the Baltic Sea Macro-Region, providing improved sustainable accessibility from peripheral regions to the centre and between peripheral regions themselves.

• 2. Improve territorial, economic and social cohesion in the Baltic Sea Macro-Region

• 3. Improve accessibility between the Baltic Sea Macro-Region and the surrounding world in order to facilitate passenger and trade flows.

• 4. Facilitate sustainable transport solutions
BTO 2030: Task 1: Strategic Network Methodology
BTO 2030: Task 1: Strategic Network Methodology
BTO 2030: Task 1: Strategic Network Methodology

Proposed strategic network for road transport
BTO 2030: Task 1: Strategic Network Methodology

Proposed strategic network for rail transport
BSR: Network development, Rail
## Time table – the process

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Factors for success

• Cooperation!
• Engagement and active participation from all countries
• Anchoring results during the study on a national level
• Spreading the end-results
Thank you for your attention

- magnus.oldenburg@enterprise.ministry.se