

## TENTacle Newsletter No. 2

Stay informed about project activities, outputs and plans

October 2017



Dear Readers,

We have dedicated the past months in our TENTacle work to deepen the project footprint in the transport corridor community through the first reports. You can now download all finished deliverables at [www.tentacle.eu](http://www.tentacle.eu).

To validate the interim findings, we continued to meet and interview stakeholders, both on individual basis and at a number of arranged seminars. The collected perceptions and corridor cooperation ideas will let us assist you in reaping the benefits of the TEN-T core network corridor implementation for the prosperity, sustainable growth and territorial cohesion.

Enjoy reading about our recent outcomes and activities in this newsletter. We hope to welcome you to one of our future TENTacle events all over the Baltic Sea Region!

With best regards,

Wiktor Szydarowski  
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### Multi-level corridor governance: Looking to the past for shaping the future

TENTacle looked at past corridor projects for lessons in multi-level governance (MLG). These are the first three:

#### *Lesson 1. There is no such thing as one-size-fits-all*

Transport corridors are too complex to be dealt with by traditional command-and-control planning. MLG is an indispensable tool that enables coordination across different levels of authorities, sectors, and countries. A variety of MLG schemes have been deployed by past corridor projects in the Baltic Sea Region (BSR) ranging from loose non-binding arrangements to agreement-based cooperation and more rigid binding structures. However, no scheme exists that would fit all situations. Its existence would contradict the nature of MLG, which is devised to reconcile a multiplicity of different interests each time. The selection among available options depends on various factors like e.g. objectives or time horizon.

#### *Lesson 2. Extend reach to include the general public*

Past projects identified a limited impact of region's territorial cooperation projects on national transport planning. In addition, TENTacle recognised a limited impact of these projects on the behavior of the general public. More effective public awareness campaigns might improve the participation of market and lighter-weight players, attract the attention of politicians and enhance the responsiveness of the national planning authorities.

#### *Lesson 3. History is fading away*

Difficulties were encountered in locating the deliverables of older projects. There is an imperative need for a central, official, open accessibility of past project documents in the BSR to ensure the future use of their results.

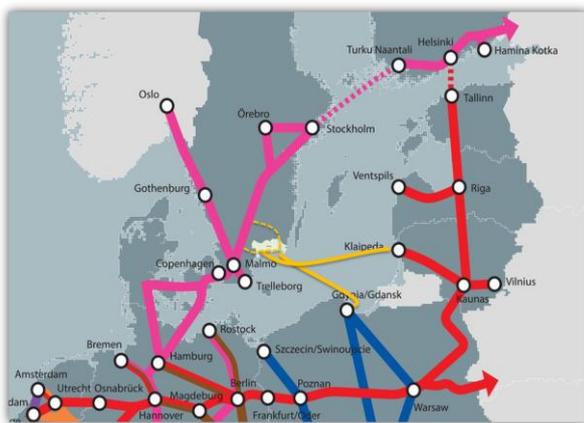
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### Making the most of it – a region’s perspective on TEN-T

The region of Blekinge in southeastern Sweden has studied and highlighted transport-related initiatives, both inside and outside the county, which are important to increase its competitiveness as a bridging area in-between three TEN-T core network corridors (CNC).

Trade flows via Blekinge have increased rapidly for many years. Trade volumes are still small in relation to the transport flows through Germany, but projections based on the historical growth of transport flows via the ferry lines indicate that the eastern flows may be in the same extent as the "traditional" western flows, in less than 10 years.



#### Planning and prioritizing for regional benefit

- ✘ In order for freight transport to provide regional benefits, land space is needed for warehouses and terminal operations. It is important to have a clear regional vision and strategy for how transport-related activities can develop.
- ✘ The current TEN-T network does not include direct connections between the ports of Blekinge and important logistics nodes in Jönköping area and Gothenburg. For both relations, there are alternative road routes but none is obviously dominant for truck transport. Road 27 northwards and Road 15 westwards provide short distances for the transport relations. Main road routes should be defined and prioritized for measures to develop high quality routes for heavy transport.

- ✘ Longer and/or heavier trucks (HCV, high capacity vehicles) can increase efficiency for road transport. There is currently no comprehensive map on which routes can be used by HCV, and thus no mapping of restrictions that could be reasonable to address.

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### Karlstad Region loses momentum

A key factor to attract investments and foster regional growth in the borderland area of Värmland and Østfold is the development of the biggest municipality Karlstad. The first report by Transnorden provides basis for the design of the “Prosperity and Growth Strategy Karlstad Region”:

Karlstad Region is exposed to negative effects of automation on employment in the retail and manufacturing industries. At the same time, a potential for an increase in employment can be seen for some service industries (e.g. software, culture and tourism), the food industry, and the science sector. However, this growth possibility strongly requires strategic efforts.

When benchmarking Karlstad Region against the regions of Umeå and Växjö, an unfavourable sociocultural legacy and insufficient political leadership can be seen. In addition, the region suffers from the historical migration of big companies’ headquarters to other countries.

#### How TENTacle sets the ball rolling:

Several meetings and discussions with regional planners, researchers, and cluster institutions followed the basic report in order to develop initiatives for reaching the growth vision for Karlstad. A newspaper article about the topic was shared on social networks. In October, strategy proposals were presented. The joint work continues!

### Vision for Karlstad

TENTacle defined a growth vision for the year 2040: Karlstad will have developed into an economically, environmentally and socially sustainable model city. It is ought to become one of Europe's leaders in welcoming and integrating migrants and will be an attractive city for all generations. The population goal is 150,000 citizens. Essential for fulfilling this vision are:

- Engaged political leadership inspires citizens
- Improvement of the business environment to attract businesses
- Gaining attractiveness to young generations
- Cooperation of Karlstad and Karlstad University (KaU) to stimulate innovation, entrepreneurship and investments
- KaU to strengthen research and education in growth areas of Karlstad and Värmland
- Establishment of fast and frequent transport to Örebro, Oslo, Stockholm and Gothenburg
- Introduction of Self Driving Vehicles in the transport system in Karlstad City
- Fast fiber and wireless networks
- Cooperation of Karlstad, Örebro, Kristinehamn and Karlskoga to become a strong regional player in the national development



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### Green Book for the Gdynia urban node

Gdynia serves as a key port gateway, entry/exit hub for the TEN-T Baltic-Adriatic Corridor (BAC) and also as an urban node, where the last mile TEN-T corridor infrastructure mixes with infrastructure for regional and local traffic. The TEN-T Guidelines request seamless connection between those infrastructures in urban nodes.

Since no guidance has been issued how to achieve this, an extensive research on the EU framework, BAC Work Plan, and the capacity drawbacks in the present Gdynia transport system is necessary, before measures to boost growth and prosperity potentials for the Gdynia area can be worked out.

### Knowledge building

The TENTacle Gdynia case partners approached this challenge in an innovative way by compiling the so called 'Green Book' – a deliverable containing status and performance overviews of the hard, soft and organisational node components. To collect the input, a series of "Knowledge Events" with the involved local stakeholders were organised focusing on the following questions:

- ⇒ **What?**  
Objectives of the TEN-T CNC concept
- ⇒ **Who?**  
Categories of stakeholders and beneficiaries of the CNC node Gdynia
- ⇒ **Where?**  
Mapping projects included in the BAC Work Plan as well as local/regional plans
- ⇒ **When?**  
Milestones for the synchronisation of preparatory activities
- ⇒ **How?**  
Benchmarking of seaport nodes in BSR to identify success stories

Results of surveys amongst public and private players, politicians and the Gdynia residents were included in the Green Book. In addition, the available sustainable transport solution ideas, urban mobility concepts and plans suitable for a vision of the Gdynia urban node in 2030/2050 were monitored and fine-tuned.

The Green Book is a living document and serves as a guidance for the future TENTacle work in the Gdynia urban node case.

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## Joined forces at TENTacle events

TENTacle prefers direct communication and dialogue with the involved public and private stakeholders on the issue of CNC. For this reason, experts and the interested public are invited regularly to project events to validate first results, give further ideas on specific topics, and thus to actively steer the future of the project.

### *Expert roundtable confirms project results*

A roundtable workshop in Malmö in May 2017 aimed at discussing an optimal CNC management. The gathered experts confirmed a governance gap on account of the missing private sector in the CNC implementation structures. They also stated that the clear communication of goals and benefits of involvement in the corridor management is needed to activate business players.

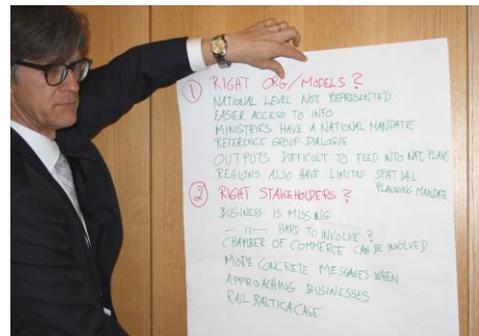
### *Flagship projects cooperate at EUSBSR Forum*

In June, the three flagship projects TENTacle, NSB CoRe and Scandria@2Act, and the Coordinator Policy Area Transport, Thomas Erlandson, jointly organised a seminar during the 8<sup>th</sup> Annual Forum of the EU Strategy for the Baltic Sea Region (EUSBSR).



Speakers and organisers of the EUSBSR joint seminar (left to right): Prof. Kurt Bodewig, Ulrike Schütz, Silke Brocks, Horst Sauer, Wiktor Szydarowski, Malla Paajanen, Thomas Erlandson

In his opening statement, Thomas Erlandson confirmed the valuable contribution of the three projects to the implementation of the EUSBSR. Silke Brocks, Adviser to European Coordinator Prof. Kurt Bodewig, highlighted the importance of such regional initiatives for the European Commission.



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**Björn Hasselgren with cumulated results of corner discussion in Berlin**

In the seminar interfacing part, TENTacle arranged the “discussion corner” on multilevel governance to validate the outcomes of the Malmö roundtable with a wider audience. In addition to former statements, the participants emphasised that the current involvement of national level stakeholders at macroregional cooperation platforms is insufficient.

### *More events upcoming*

The next step for the active involvement of stakeholders will be the TENTacle event in Berlin on 26 October. Interim results of some of the showcases will be discussed and the viewpoints of all different public and private players collected.

***We thank all participants of our events for their fruitful input to our project work!***

➔ Find deliverables and news on [www.tentacle.eu](http://www.tentacle.eu)