

Background

The area between western Poland and eastern Germany is fed by the Baltic-Adriatic Corridor. The Corridor has its entry/exit hub in the ports of Szczecin and Swinoujscie, and is functionally extended to the southern parts of the Swedish region of Skåne through operational Motorways of the Sea links (Swinoujscie-Ystad and Swinoujscie-Trelleborg).

Interestingly, the Baltic-Adriatic Corridor is one of only few European corridors that do not include inland waterways (section between Szczecin and the junction with the Odra-Havel Canal is not part of the TEN-T core network) despite the connection they offer between the Berlin and Szczecin urban and transport areas. One of the reasons is that the potential of the Odra River in sea-land logistics chains is used marginally due to insufficient capacity and low interest among users .

The coming infrastructure investments are expected to provide pre-requisites for changing the Odra River waterway into an eco-friendly blue corridor linked to the West European waterway network. Alongside the rail and port access improvements specified in the work plan for the Baltic-Adriatic Corridor, they will boost the already intensive cargo flows passing through the Sweden-Poland-German border region on the way between Scandinavia and mainland Europe.

Westpomerania-Skåne pilot case in a nutshell

The pilot case is dedicated to boosting development opportunities of the Polish-Swedish territory along the last stretch of the Baltic-Adriatic Corridor and its functional extension via the Motorway of the Sea links.

It intends to strengthen the business actors' capacity to meet the growing volumes of freight flows crossing the case region through solutions responding to the increasing sustainability demands among goods' owners and customers.

It will facilitate the interaction of the cargo owners, transport and logistics operators as well as local/regional authorities on the final stretch of the Baltic-Adriatic Corridor and in its functional extension to the southern part of Skåne. The long-term perspective is to establish a network of co-operating logistics centres along this international transport axis.

As cooperation tool, we will utilise “European Groupings for Territorial Cooperation” (EGTC) to strengthen the connection of Skåne to the Corridor, streamline interests of public and private players and ensure a better durability of the involvement of business actors.

The pilot case will also develop and debate measures mitigating socioeconomic decline processes in the farther parts of the regions that might occur because of the migration of supply chains and business activities towards the corridor.

Strengthen the capacity in the regions to achieve an effective stakeholder interaction in the implementation of the transport network with use of the EGTC mechanism.

How to exploit the TEN-T networks potential for prosperity, sustainable development & territorial cohesion?

Analyses and studies

- Analysis of how to connect Westpomeranian logistics centres serving the Polish/German hinterland to the Baltic-Adriatic Corridor and to ensure that the eastern part of the region does not experience decline processes because of migration of supply chains;
 - Map of the Odra River region in the EU core network corridors system
- Analysis of challenges for the transport sector based on trade and transport development served in the relation Sweden-Poland, technological development.
 - Analysis on challenges and possible measures to reduce environmental impact.

Communication with the involved public and private target group

Interviews, cross-border workshops, EGTC input and other awareness raising activities

Action Plan: Boosting logistics along the green and blue transport corridor

The action plan will present desirable business models and policy measures to meet the increasing freight volumes between Scandinavia and mainland Europe.

The action plan will be instrumental to encourage the business stakeholders to develop smarter and greener logistics chains between Scandinavia, Poland and other parts of Central Europe utilising the newly provided corridor (and auxiliary) infrastructure.

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