

NEW TRANSPORT CORRIDOR PROJECT IN THE BALTIC SEA REGION

Implementation period: 2016-2019

23 partners from 9 countries and 66+ associated organisations

Version: February 2019

TENTacle in the context of EU transport policies



Launched in late 2013, the TEN-T core network corridors (CNC) are an innovative instrument of the EU transport policy, aimed to promote the coordinated development of infrastructure, and thereby to stimulate the regional growth not only in the direct neighbourhood but also in more distant geographical areas. The Baltic Sea Region (BSR) is intersected by three core network corridors being Scan-Med, North Sea-Baltic and Baltic-Adriatic.

A broad range of stakeholders are expected to be involved in a joint action to remove physical, technical, operational and administrative bottlenecks along these corridors by the year 2030.

Implementation of the three core network corridors has a large but untapped potential to stimulate positive effects in the BSR beyond the pure transport sector and beyond the immediate geographical areas they cross.

Opening it up for a broader group of stakeholders and a wider geographical area requires tackling major capacity challenges. These are, for example, related with a low awareness and deficient understanding of how the CNC implementation can help improve accessibility and connectivity challenges in specific territories. And this is what TENTacle will foster in the coming years. By working across the borders our goal is to:

Improve stakeholder capacity to reap benefits of the core network corridors implementation for the prosperity, sustainable growth and territorial cohesion in the BSR

In practise, this means that by the end of 2019:

- All territories in the BSR can profit from the CNC, irrespective of the geographical location;
- The involved public authorities and market players are able to deliver effective growth and prosperity policies and strategies, and work out effective logistics solutions complementing the CNC investments;
- European Coordinators leading the CNC implementation receive an organised project-based support in mobilising stakeholders both in and outside the specific corridors to a joint work;
- Transport authorities around the Baltic Sea are aware of the two policy coordination instruments of CNCs and the EUSBSR, and are able to use the synergy gains in routine planning, management and implementation processes;
- Other European macroregions are inspired by the BSR way how to reap benefits of the core network corridors for the purpose of prosperity, growth and cohesion.

How to achieve it? What are we doing and delivering in practice?

Specific connectivity and interoperability needs differ from one area to another and require adequate place-based response. Therefore, we carry out the stakeholder capacity-raising actions on regional and macroregional level.

Regional actions

Seven pilot showcases in different areas demonstrate how to strengthen positive CNC spill-overs in different geographies and development contexts. The cases were launched in the sites representing (1) the corridor node and transit areas (located along a CNC), (2) the corridor catchment areas (located in a close distance to one or a few CNCs) and (3) the corridor void areas (located farther away from the three CNCs). In each of the sites we address the key growth challenge that may be resolved through a better physical and/or functional connection to the core network corridors.



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corridor node & transit areas

Fehmarnbelt Fixed Link (DE/DK)

How to prepare the market and public authorities for the impacts of the Fehmarn Belt Fixed Link on the Scan-Med Corridor?

How to adjust business models and policy response to fully utilise new transport and logistics?

Westpomerania-Skåne (PL/SE)

How to meet the growing cargo volumes in the N-S direction through the networking of logistic centres on the last stretch of the Baltic-Adriatic Corridor?

How to use the EGTC (European Grouping of Territorial Cooperation) to coordinate the greening of transport and to ensure the corridor connectivity across the sea (MoS links)?

Gdynia transport node (PL)

How to stimulate the growth potential of the corridor entry/exit node which has, at the same time, a key transport gateway function?

How to develop a last mile infrastructure in and around an urban node on the Baltic-Adriatic Corridor to both serve the metropolitan growth and the seaborne transit (via MoS links)?

corridor catchment areas

Blekinge (SE)

How to improve the low accessibility indices of the region?

How to utilise the region's proximity to all the three CNCs to overcome the disadvantageous development standings and reconcile the needs of the labour market mobility and international transport functions in a sustainable way?

Vidzeme (LV)

How to trigger and sustain growth impulses in a rural and declining region through an improved access of residents and businesses to urban centres and transport nodes (incl. seaports) on the North Sea-Baltic Corridor?

How to thereby improve transit location of the region to EE, RU and BY markets?

corridor void areas

Central Scandinavia borderland (SE/NO)

How to reverse depopulation and economic stagnation trends in the borderland area of Värmland and Østfold?

How to mobilise public and market stakeholders for coordinated action to improve the access to the two national capitals, integrate public transport services and connect the local industries to international networks?

Lahti-North Karelia (FI)

How to improve business confidence and stimulate private investments in the local/regional manufacturing and service industry which are on the falling curve after losing export volumes to Russia?

What kind of interoperability solutions connecting these areas to the hubs on the Scan-Med Corridor would increase international market opportunities?

Through interfacing with the target groups (local/regional authorities, business companies and their clusters, entrepreneurship groups, NGOs, cross-border networks etc.) we are working on replicable products, including action, transport and investment plans for regional growth and development:

- Fehmarnbelt: Impulse for regional development - transport volume forecasts, best practices, recommendations
- Westpomerania - Skåne: Boosting supply chains - cross-border business models, policy support incl. EGTC
- Gdynia transport node: Pre-investment studies - last mile bottlenecks, traffic management, organisational solutions
- Blekinge: Revised transport plan - pre-investment port studies, interregional passenger mobility measures & ITS solutions
- Vidzeme region: Mobility investment plan - CNC access investment & traffic-land use planning, logistics centres
- Central Scandinavia borderland: Access systems - to inter-metropolitan train connection and industrial clustering
- Lahti - North Karelia: Better access to the CNC - interoperability, labour markets, technology and system innovations

MACROREGIONAL ACTIONS

In the macroregional dimension we generalise results of the seven regional showcases and analyse win-win opportunities if the core network corridors:

- Better serve the northernmost Baltic Sea region areas,
- Are interconnected with the transport networks of the Eastern Partnership countries.

Through interfacing with the European Coordinators, transport authorities and administration in the BSR countries and pan-Baltic networks of local, regional and business decision-makers we will deliver policy and action packages:

- Guiding decision-makers in corridor node/transit areas, corridor catchment areas and corridor void areas on how to capitalise on the core network corridors irrespective of the geographical location;
- Encouraging stakeholders in and outside the core network corridors to be actively involved in their implementation;
- Promoting a wider territorial perspective and a multi-actor involvement in national and regional transport policy frameworks;
- Contributing to enhanced intergovernmental cooperation in the Policy Area Transport of the EU Strategy of the Baltic Sea Region;
- Facilitating the planning and management of supply chains across the BSR;
- Benchmarking the BSR as a successful laboratory for implementing the core network corridors through multi-level governance.

CONTACT TENTacle AND DISCUSS WITH US

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The TENTacle partnership and network

Project partners



Associated Organisations

NATIONAL PUBLIC AUTHORITIES

- Danish Transport Authority (DK)
- Finnish Transport Agency (FI)
- Ministry of Transport and Communications of the Republic of Lithuania (LT)
- Ministry of Foreign Affairs of the Republic of Lithuania (LT)
- Ministry of Transport of Latvia (LV)
- Latvian State Roads (LV)
- Norwegian National Rail Administration (NO)
- Ministry of Infrastructure and Development of the Republic of Poland (PL)
- Ministry of Enterprise and Innovation of the Kingdom of Sweden (SE)

R&D INSTITUTIONS

- Belarusian State University, School of Business and Management of Technology (BY)
- CLOSER, Lindholmen Science Park (SE)

COOPERATION NETWORKS

- CPMR Baltic Sea Commission (BE)
- Baltic Sea Forum (DE)
- Investor Center Ostbrandenburg GmbH (DE)
- Baltic Development Forum (DK)
- String Secretariat (DK)
- East-West Transport Corridor Association (EWCA) (LT)
- Secretariat of the Baltic Sea Regional Spatial Planning Initiative VASAB (LV)
- Maritime Cluster of Western Pomerania (PL)
- Maritime and River League (PL)
- Central European Transport Corridor Limited Liability European Grouping of Territorial Cooperation (CETC-EGTC Ltd) (PL)
- Association Westpomeranian Maritime Cluster (PL)
- Association of Polish Regions of the Baltic-Adriatic Corridor (PL)
- Polish Maritime Cluster (PL)
- Shortsea Promotion Centre Poland (PL)
- Baltic-Link Association (SE)

REGIONAL & LOCAL PUBLIC AUTHORITIES

- Free and Hanseatic City of Hamburg, Ministry of Economics, Transport and Innovation (DE)
- Senate Chancellery of the Free and Hanseatic City of Hamburg (DE)
- Hamburg Port Authority (DE)
- Free Hanseatic City of Bremen (DE)
- City of Kiel, Department of Economic & Local Development (DE)
- Kiel Region (DE)
- Hanseatic City of Lübeck, Lübeck Port Authority (DE)
- Ministry of Energy, Infrastructure and State Development Mecklenburg-Vorpommern (DE)
- Planning Association Region Rostock (DE)
- City of Tallinn, Tallinn Urban Planning Department (EE)
- Regional Council of Pääjät-Häme (FI)
- Oslo Region Alliance (NO)
- Østfold County Council (NO)
- Arjang Municipality (NO)
- Marker Municipality (NO)
- City of Gdansk (PL)
- Self-government of Pomorskie Voivodeship (PL)
- Transport Committee of St. Petersburg (RU)
- Municipality of Kristinehamn (SE)

MARKET PLAYERS

- Femern Belt Development (DK)
- Guldborgsund Harbours (DK)
- Business Lolland-Falster (DK)
- Port of Kiel (DE)
- Lübecker Hafen-Gesellschaft mbH (DE)
- Valga County Business Club (EE)
- Häme Chamber of Commerce (FI)
- Latvian Chamber of Commerce and Industry (LV)
- Szczecin and Swinoujscie Seaports Authority SA (PL)
- Finlines Poland Co. Ltd (PL)
- Northern Chamber of Commerce (PL)
- Group Azoty Zakłady Chemiczne "Police" SA. (PL)
- Swedish Confederation of Transport Enterprises (SE)
- Port of Trelleborg (SE)
- Port of Ystad (SE)
- KBP i Karlskrona AB (SE)
- Stena Line Scandinavia AB (SE)
- Chamber of Commerce and Industry of Southern Sweden (SE)
- Wermland Chamber of Commerce (SE)
- Värmlandstrafik AB (SE)
- Chamber of Commerce Malardalen (SE)