

## Background

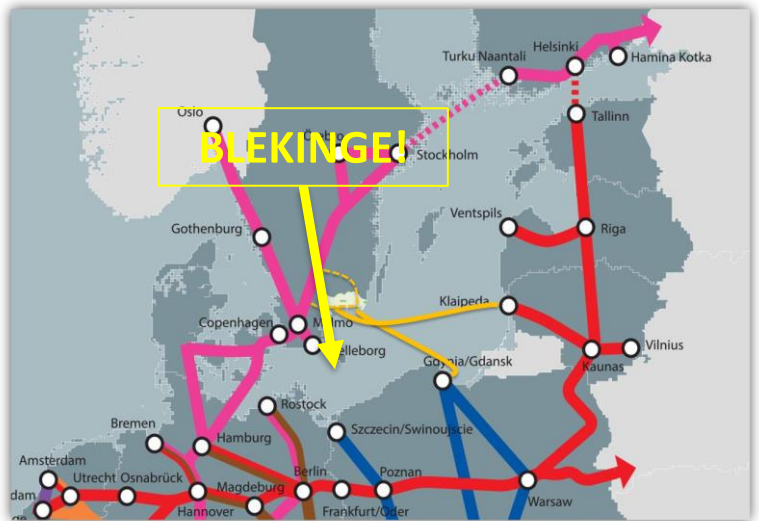
The trade flows via Blekinge have increased rapidly for many years. Trade volumes are still small in relation to the transport flows through Germany, but estimations based on the historical growth of transport capacities via the ferry lines indicate that the eastern flows may be in the same extent as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

However, the region suffers from low accessibility indices. Therefore, more knowledge on how to utilise its proximity to all three TEN-T core network corridors (CNC) in the area is needed. This will help to overcome the disadvantageous development standings and reconcile the needs of the labour market mobility and international transport functions in a sustainable way.

## Work process in the Blekinge case

The aim for Blekinge activities in the project is to trigger the growth and prosperity based on a proximity to and interconnectivity between the three CNCs. One main component of this was to raise awareness to increase the capacity of the regional authorities and the freight traffic actors to better align investments and decisions to the CNC implementation process.

As an initial step in the project, the region has studied and highlighted which transport-related initiatives, both inside and outside the county, are important to increase its competitiveness as a bridging area in-between three CNC.



TENTacle partner in Blekinge and Gdynia continued successful exchange with the European Coordinators to show the project contribution in implementing the CNCs. The study visit of two Coordinators: Prof. Kurt Bodewig (Baltic-Adriatic Corridor) and Brian Simpson (Motorways of the Sea) in Gdynia (11 June 2018) and Karlskrona (12 June 2018) to examine a possible extension of the Baltic-Adriatic Corridor to Scandinavia, attracted the attention of the public and the market players of the two countries and interest from the media.

As a final output the focus was decided on the pre-requisites and steps to achieve the extension of the Baltic-Adriatic Corridor northwards (from the port of Gdynia via the Motorway of the Sea Gdynia-Karlskrona and the Baltic-Link to Gothenburg).

The transnational workshop between Blekinge and Gdynia therefore took place to gather information to show the purpose and values of this particular extension within the TEN-T network. The workshop was carried out in Karlskrona on the 29th of November, 2018 with a following evaluative session on the 15th of January, 2019.

## Satellite Analyses - provides new insight



The pixel to people era has come to stay and the development of corridors reached new heights! In order to be able to handle future challenges, we have demonstrated the potential with Satellite based Synthetic Aperture Radar to create completely new, well-founded alternatives for decision support.

The BTH project leader Mats Pettersson says:  
-Within the framework of TENTacle, we have taken the satellite technology to show the potential for transportation. We hope that this will be a starting point yielding new collaboration to develop the technology for evolvement of our European corridors.

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## Case main output – Sweden, Blekinge and the TEN-T

A document Roadmap will constitute as main output, underlining the focus of extending the Baltic-Adriatic CNC northwards in the context of TEN-T core network revision process in 2023 – thus, compliant with the political priority in Blekinge. The output will be a guiding document for the initiators (Baltic-Link Association, Region Blekinge, Stena Line, City of Gdynia, Port of Gdynia, Pomorskie region, Association of the Polish regions on the Baltic-Adriatic Corridor and the Amber Road Cities Association) and the expected followers, including large manufacturing and forwarding companies in Sweden and Poland, in the work to accomplish the corridor extension and more intense business operations along it.

Recommendations stemming from the analyses focuses on need for capacity improvement in the rail och road networks within Blekinge region, as well as for connectivity through other regions in southern Sweden, and cross-border MoS links. As a geographical extension of the CNCs is vital to Blekinge region, similarly port hinterland connections in Gdynia are essential for smooth transport flows. Further, an expanded regional dialogue with, and among, business stakeholders, is suggested. Providing network activities and land access could generate new and expanding businesses.

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