

Impacts of the TEN-T Core Network Corridors in BSR

THINK TANK

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DEAR READERS,

In cooperation with the Swedish Transport Administration (Trafikverket), the leading partner organisation in Work Package 5 of the Interreg BSR TENTacle project, we have prepared this special THINK TANK. The new report which is the basis for the THINK TANK was prepared by the TENTacle project management team based on a study procured by the Swedish Transport Administration provided by Ramböll Sweden. The report analyses the long-term impacts generated by the TEN-T Core Network Corridors (CNC) in the Baltic Sea region (BSR).

The analysis is founded on the assumption that investments across the three BSR CNCs (Scandinavian-Mediterranean, Baltic-Adriatic, and North Sea-Baltic) are likely – when completed by 2030 – to affect the territories

and stakeholders in different ways, depending on their geographical location in relation to the corridors as well as on the stakeholder involvement in the established corridor governance bodies (e.g. CNC forums and working groups). Governance and policy measures are suggested/discussed to enhance benefits and mitigate the drawbacks experienced in earlier projects.

We have approached numerous political authorities and representatives of the Baltic seaport industry to ask them a few essential questions that concentrate, first and foremost, on the policy and actions that would be decisive in letting the various stakeholders benefit from the CNCs – by incorporating the positive corridor effects and by mitigating any adverse consequences.

Enjoy the read!

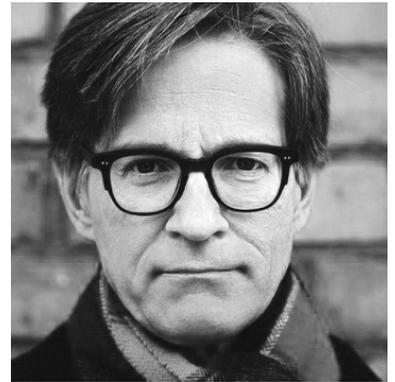


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WHAT THE REPORT BRINGS

by **Björn Hasselgren**, PhD Senior Advisor,
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The report, prepared by the TENTacle project, presents a qualitative analysis of economic, social and territorial impacts generated by the implementation of the TEN-T core network corridors (CNCs) in the Baltic Sea Region (BSR). Based on two exemplary cases on large infrastructure projects on the corridors (mega-projects of Fehmarnbelt link and Rail Baltica), it offers an input to the discourse on how to evaluate long-term social and economic consequences of the infrastructural developments along the EU priority transport axes in a larger territorial scale.



The impacts analysed in the report are divided into impacts that can be attributed to the performance of the CNCs as a functional system and impacts that are, in consequence, enabled by that functional system (so-called WEI – wider economic impacts). The report makes a geographical projection of both the positive and the negative impacts, paying attention to the issue of absolute and relative effects generated in different geographical areas. The focus is a qualitative assessment of impacts, while recognising the additional need for quantitative measurements of effects.

The report also examines the distribution of impacts among some pre-determined categories of stakeholders in the BSR. Finally, the report proposes some possible governance and policy measures to strengthen the win-win effects of the CNC implementation.

The report argues that the implementation of CNCs as studied for the two large infrastructure projects, brings substantial impact on the modal choice and accessibility to the functional transport system. Better commuting opportunities, extended labour markets and enhanced cross-border interoperability induces changes in the modal choice for passenger transport, provided the public transport operators ensure an adequate service offer. The better reliability, reduced time and cost for freight transportation along the corridor correspondingly results in wider mode and route choice options for freight owners and forwarders in managing the supply chains.

In geographical terms, the accessibility benefits are not confined to the very region of the mega-project but are spread along the respective corridor and permeate to all economic sectors. Transport mode options of preference to the interregional travellers and industries will vary depending on the distance from the very investment sites.

Importantly, the corridor nodes and regions both gain and lose on the competitiveness scale. Even though most of them gain through the better connectivity, some of them may record a relative decrease in accessibility and competitiveness.

For areas located more distant to the corridors as well as for corridor cities and towns located in-between the nodes, a relative decrease in accessibility could cause displacement effects. Losing high-skilled labour force and exporting companies to the peer cities and regions may bring increased spatial polarization, with the metropolitan areas and changeover hubs receiving additional boost to their higher population numbers and good economic performance. For areas most remote from the corridors, such as northern Scandinavia, such displacement effects would be insignificant.

The CNC implementation generates diverse effects for the stakeholders, depending on their geographical location in relation to the corridor and the level they represent (national, regional, local). Again, the changes induced by the new transport infrastructure are illustrated in this report in relative terms as they denote the comparative shift of the stakeholder's standing as compared with the other ones impacted by the investment. The grade of assessed impacts gives valuable input for how expedient the policy and action response should be to contain the challenge for prosperity and growth and to achieve the win-win situation, also for areas with foreseen negative impacts.

Recommendations to national authorities:

- Plan for functional connections (i.e. road/rail access infrastructure feeding the traffic to the corridor nodes to the CNCs) at a national level to connect corridor catchment and void areas to the corridors
- Monitor the economic development changes influenced by the CNCs across the corridor node areas as well as the catchment and void areas and whenever seen as necessary and appropriate
- Strengthen the positive impacts of the completed corridor investment by complementary action removing any major cross-border obstacles for regional integration (e.g. between Malmö/Lund and Copenhagen)
- Consider distributional policies, such as subsidies, tax policy measures or growth initiatives, for the corridor transit areas (if felt to be suffering from a tunnel



The grade of assessed impacts gives valuable input for how expedient the policy and action response should be to contain the challenge for prosperity and growth and to achieve the win-win situation, also for areas with foreseen negative impacts.

effect) and the corridor void areas if there is need for counteracting the polarisation effects accelerated by the corridor investments, and a possible socio-economic decline threat in the more distant rural areas

- Consider facilitating and/or supporting complementary governance organisations to help the public and market stakeholders benefit from the completed corridor investments through cross-border or transactional cooperation
- Evaluate the transport network capacity and provide investment measures should the incoming volumes following the modal shift as a result of the investment in question be too excessive to be accommodated in the current network

Recommendations to regional and local authorities:

- Monitor the growth in population triggered by the relocation of labour force to the corridor node areas, and resulting matching between labour demand and labour supply. Provide necessary measures, e.g.

in availing plots for housing projects and logistics operations

- Monitor the labour market and business development situation in the corridor catchment areas to mitigate any larger depopulation and relocation processes that might occur due to the completed corridor investments
- Consider preparing positioning strategies for the cities and towns whose competitive situation is predicted to change, either positively or negatively, due to the completed corridor investments.
- Prepare supportive sustainable socio-economic growth measures for the corridor transit areas that might suffer from a relatively lower accessibility and – in consequence – encounter relocation processes
- Consider facilitating and/or supporting complementary governance organisations on the corridor to help the public and market stakeholders benefit from the completed investments through cross-border or transactional cooperation.



VOICES

Growing volumes of passenger and freight traffic, in conjunction with the imperative to reduce harmful emissions from transport and adapting to climate change, are posing a major challenge for the development of the EU's transport networks. Projections show an increase in the total freight transport activity by about 58% (1.2% p.a.) between 2010 and 2050. By fostering multimodality and the shift to more sustainable transport modes, the gradual completion of the TEN-T network contributes to coping with these challenges in a more coherent and effective manner across the European Union. The TEN-T network completion will provide more adequate transport infrastructure coverage, while at the same time supporting a concentration of trans-national traffic and long-distance flows.

These developments have significant consequences on the major cities and hubs along the network. Urban nodes and ports are often the origin and destination of transport flows and constitute the last mile for a considerable volume of traffic. They are connecting points linking different transport modes and types of traffic, with the related consequences on congestion, noise levels and air quality. Mitigating exposure of urban areas to negative effects of transiting rail and road transport and the promotion of sustainable urban mobility are therefore among the aims of the TEN-T policy.

In many cases, urban nodes are actual or potential bottlenecks and congestion in the EU, which is often located in and around urban areas, costs nearly 100 billion Euro, or 1% of the EU's GDP, annually.

Air and noise pollution, accidents, increasing demands and often protests from the citizens are challenges in particular for the cities and regions along the main transport axes.

There is also an issue of competition between freight and passenger transport in urban nodes. Space is a scarce resource in urban areas, so it has to be used in intelligent ways through a comprehensive and sustainable approach to urban planning and mobility. Sustainable and seamless transport can only be achieved with such a comprehensive and forward-looking vision.

Transit traffic is not only a burden, it is also a sign of good connectivity which bears a potential for economic development and spill-over effects. Strengthening the link between long distance transport and city mobility is a great occasion for Member States and Regions to boost economies of vital nodes of their transport system. Urban nodes offer excellent conditions for establishing value-added logistics services and multimodal platforms. Sound accessibility to and from the city is key to sustain general regional development and social cohesion.

Long-distance freight transport by sustainable modes (rail/waterborne) presents particular challenges for last-mile deliveries within urban nodes. This requires stronger focus on relevant terminal infrastructure and their integration in the wider supply chain, in combination with enhanced urban logistics operations. It is the basis for more efficient overall logistics chains and high quality user services, developed in a strong partnership of all stakeholders (public and private) involved.

Urban nodes as business development hubs also have high potential to deploy environmental-friendly solutions, thus contributing to the goals of transport decarbonisation, innovation deployment and services facilitation. Urban areas offer broad opportunities to demonstrate and implement the mobility schemes of tomorrow. They may be used as test-beds for transport innovation projects (such as electro-mobility, cargo



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electric bikes for last mile, ICT, automation, innovative mobility services – for both passenger and freight), some EU co-financed under HORIZON 2020. Such demonstrated/tested solutions can be scaled up quicker at the level of urban nodes with benefits for both urban mobility and TEN-T policy.

Multimodality can represent a sustainable solution in finding the right transport mix, with the possibility of also integrating light rail and bus, walking and cycling. The Commission has been and will continue to strongly promote the use of Sustainable Urban Mobility Plans (SUMP) as successful tools for sound policy coordination in the framework of sustainable urban development. These plans are most efficient when integrating both passengers' and goods' mobility needs with the wider urban and territorial development strategy.

Connecting the planning of transport infrastructures with territorial planning is of particular importance in urban areas. Citizens have to be appropriately involved in decision-making, to bring forth strong and innovative projects and to enrich the whole area's functionality and attractiveness. Only through an open dialogue process will it be possible to maximise benefits for both citizens and economic/urban operators.

New forms of stakeholder networks should also consider how to best involve new combinations of different stakeholder groupings – for example from research and innovation programmes, urban planners, infrastructure constructors/operators and investors – putting emphasis on creating synergies between results of HORIZON 2020 funded projects and CEF funding.

A more co-operative approach between all stakeholders is needed, with common business interests taking a more prominent role. Collaborative logistics and synchromodality have a significant potential for an optimised use of transport resources and the existing infrastructure through cargo bundling, making logistics less costly and reducing possible adverse effects of freight transport. IT and the digitalisation of transport and logistics is an important enabler in this respect.

The main challenge for the future is to better coordinate investments along corridors including nodal points, and to upgrade them with the soft infrastructure that is needed for widespread use of ICT.

The EU can make a significant contribution to this collective effort by mobilising, encouraging, incentivising, learning from and sharing with the Corridor communities, now an established and embedded feature of TEN-T policy.



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■ **The addition of new transport links in the Baltic Sea Region as studied in the report could also make new cooperation strategies among stakeholders necessary and valuable. For example municipalities and/or regions along a new or improved transport corridor (such as Oslo-Stockholm) could initiate new cooperation fora like the OSL-STO 2:55 corporation formed by the regions along the prospective new railway connecting Oslo and Stockholm. Would establishing such new fora be beneficial to fostering cooperation aimed at, first, bringing to life new transport corridors, and, second, linking them to CNCs?**

In my opinion these kinds of fora may play a very important role in the Baltic-Adriatic Corridor and will bring to life new transport corridors linking them to the existing CNCs. The great example of such cooperation might be our voivodeship which is deeply involved in the processes of management of Association of Polish Regions of Baltic-Adriatic Corridor. I would like to draw your attention to the agreement between Swedish Baltic Link Association and Amber Road Cities Association signed on June 11th 2018 under auspices of our association and with a great support of the TENTacle project. The main goal of this agreement is to extend the Baltic-Adriatic Corridor to Scandinavia, primarily to Swedish Gothenburg. The agreement establishes cooperation between the associations, their member cities and partner regions as well. Our common objective is to include the Baltic Link transport corridor into the TEN-T core network (Baltic-Adriatic Corridor) – as a result of the joint initiative “Baltic Link – The Gdynia-Karlskrona Motorway of the Sea” (MoS). To achieve these aims we established the Platform of Cooperation for a consistent development of the Baltic Link corridor and the Baltic-Adriatic Corridor based on the MoS with the Steering Committee as a special board dedicated to ensure successful delivery of the activity.

■ **Who should take the lead in setting them up – the interested regions and municipalities, or maybe the initiative should, at first, be discussed with the central government that could then take the lead?**

Of course the role of central government is a little bit overestimated due to the responsibilities for big transport investments which belongs to this kind of authorities. On the other hand, self-governmental organisations consisting of regions or municipalities play extremely important role in providing incentives for the economic development of corridors. Local and regional levels of administrations create bottom – up initiatives dedicated to private sector including shippers and logistics service providers. This approach strengthen maritime and transport labour markets as such.

■ **If the former are to drive the process, is there a need for rewriting their formal/statutory responsibilities to increase their capabilities in carrying out such projects?**

The process of changing and rewriting formal/statutory responsibilities of self-governmental institutions is not really required. This kind of administrations have competences connected with strategical management. Of course, this is rather a “soft” authority, i.e. preparing some documentation (without ability to execute the investment), associated with establishing fora for discussions, cooperation and also networking between stakeholders. However, we ought to remember that nowadays this kind of competence plays a decisive role as a consequence of character of existing knowledge economy.

■ **Do regions/municipalities require more freedom to execute transport projects that cross national borders?**

Generally, regions and municipalities do not require more freedom and capabilities to execute transport projects that cross national borders. But our region is committed to the process of increasing formal competences in Pomeranian sea ports and is related to the plan changing the structure of ownership in our harbours. We do believe it will be taken into consideration in the new legal act dedicated to ports.

■ **How to attract the private sector to partake in these fora?**

The benefits of working together are quite obvious. However, our role is to show representatives of the private sector tangible and measurable profits which they can reach as a consequence of cooperation with the public institutions. First of all, there is a better access to the valuable information which occur in our group. Secondly, there is a great chance for good contracts with another, active business partners. Lastly, there is a great possibility to build a network for logistic chain with participation of different private actors – shippers and logistics service providers.

■ **How to source the financing for creating additional transport corridors and then connecting them to the CNCs?**

The sources of financing projects dedicated to transport system development are very wide. It is connected with the process of financial coherence between different kinds of funds (for instance, EU funds, as in here the Central Europe Facilities, national funds, regional funds and private funds etc.). I think that additional transport corridors and new links for existing corridors ought to be financed by central governments with distinct participations of regions and municipalities.



RYSZARD ŚWILSKI

Member of the Board of the Pomeranian Voivodeship, Councillor of the voivodeship Association of Polish Regions of the Baltic-Adriatic Transport Corridor



Local and regional levels of administrations create bottom – up initiatives dedicated to private sector including shippers and logistics service providers. This approach strengthen maritime and transport labour markets as such.



- **What should be the priority actions for public authorities to undertake in order to make sure that the larger transport volumes generated by these investments do not cause excessive negative effects on the corridors' cities and hubs, including increased air and noise pollution, road/rail congestion because of increased traffic to/from logistics centres, possible land use conflicts, etc.?**

The main aim for the authorities should be to ensure that cargo moving along the corridor is transferred away from the road and on to alternative means of transport such as the Blue Motorway and rail. In respect of the latter the ScanMed corridor, once completed, will offer an electrified rail link between Sicily and North Sweden/Finland moving along the corridor producing the better part of the European BNP. When I look to Denmark and more

specifically Zealand we are faced with a "missing link" in as much as there is no possibility for an efficient rail/road transfer. This contradicts all political ambitions both at a national level but also on an EU level and there is no support an environmentally friendly transport alternative.

- **What could be the role of the market stakeholders in addressing this challenge and potentially also in alleviating this undesirable situation should it occur?**

The market shareholders should already now press authorities for advanced multimodal possibilities as well as the necessary facilities for eg. truck drivers along the corridor. This will of course also give business possibilities e.g., private rail/road terminals, secure rest places and port developments.



THOMAS ELM KAMPMANN
CEO, the Port of Køge



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The main aim for the authorities should be to ensure that cargo moving along the corridor is transferred away from the road and on to alternative means of transport such as the Blue Motorway and rail.

- **The report claims that the corridor void and transit areas (the latter are meant as located on the corridor but not connected to the corridor hubs) may experience an absolute increase in accessibility when the core network corridors are implemented, but may still suffer from a relative decrease in attractiveness and competitiveness compared to areas located closer to the corridor nodes where accessibility improves even more. How can the private actors, who are located in the corridor void and transit areas, be (better) involved/included in the public policy measures that are aimed at supporting the corridor-linked growth?**

By improving the connections (roads/rails/data) between the corridors and the areas which are farther away from the corridors.

- **What incentives would be instrumental in counteracting a labour market drainage from happening across the void and transit areas?**

State support/incentives for industrial distribution centres which can benefit from the “vicinity” to the corridors; supporting services for the corridor cores that create work for the people who live in this areas, and settlement of new businesses or authorities or institutions for research and development.

- **What’s needed to make these areas more attractive to stay and invest in?**

There could be the chance, that these areas will be most attractive for recreation investments apart from the “transport highways” but relatively easy accessible – it is also a kind of new business that needs support for the “basic investment” but also for retraining/re-education for people who want to stay.

- **What should be the priority actions for public authorities to undertake in order to make sure that the larger transport volumes generated by these investments do not cause excessive negative effects on the corridors’ cities and hubs, including increased air and noise pollution, road/rail congestion because of increased traffic to/from logistics centres, possible land use conflicts, etc.?**

Intelligent traffic control systems/telematics are needed; create respectively maintain and support bypasses as alternatives (e. g., existing ferry between Denmark and Germany links in few of the fixed Fehmarnbelt link). Investment in best/sophisticated solutions to safeguard that the impact of air pollution and noise will be on a minimum.

- **What could be the role of the market stakeholders in addressing this challenge and potentially also in alleviating this undesirable situation should it occur?**

Application of the latest/most environment friendly transport technologies/“green” driving systems/e-mobility.

- **The report reflects the statement by the TENTacle project partnership that the present format of the governance on the CNCs is not enough to ensure the full stakeholder commitment to corridor implementation. It claims – following the observations by the TENTacle project partnership – that some complementary governance structures are needed to commit, in particular, the market players to the vertical coordination of actions between different levels and the horizontal cooperation along the corridor. Would it be advisable to start by highlighting the added value the CNCs could provide these players with?**

Yes!

- **What kind of a framework, and by whom organised, would be best for doing this, e.g., a focus group meeting producing expert papers addressed to EU decision makers, thematic conferences, direct discussions with the TEN-T coordinators, other?**

A focus group or a “task force” is recommended to improve the exchange between EU-decision makers, TEN-T coordinators and all the other stakeholders, especially all the operators who will work inside and along the future corridors; it seems there is a lack of interchange on the issue and there is also no plan existing what will happen to the regions which are void or transit areas by concentrating only on the core network.

- **The addition of new transport links in the Baltic Sea Region as studied in the report could also make new cooperation strategies among stakeholders necessary and valuable. For example municipalities and/or regions along a new or improved transport corridor (such as Oslo-Stockholm) could initiate new cooperation for like the OSL-STO 2:55 corporation formed by the regions along the prospective new railway connecting Oslo and Stockholm. Would establishing such new fora be beneficial to fostering cooperation aimed at, first, bringing to life new transport corridors, and, second, linking them to CNCs?**

Yes!

- **Who should take the lead in setting them up – the interested regions and municipalities, or maybe the initiative should, at first, be discussed with the central government that could then take the lead?**

Central governments, but regions are closer “to the real life”, a very close co-operation should be the best.



SÖREN JURRAT
Managing Director, the Port of Stralsund



Investment in best/sophisticated solutions to safeguard that the impact of air pollution and noise will be on a minimum.



One has to agree with the TENTacle project partnership's statement that the present format of the governance on the CNCs is not enough to ensure the full stakeholder commitment to corridor implementation. That is true, especially, with the consideration of the fact that the CNCs are not situated in a vacuum. The TEN-T consists of the core and comprehensive networks. One cannot exist without the other. Specially, the CNCs cannot exist without the rest of the networks supporting them.

That is why, aside from CNC's governance structures, some complementary fora are needed, and indeed there are such in activity, to foster various types of vertical and horizontal cooperation between stakeholders along the network's corridors. There are the fora established with EC's blessing, namely the fora of the nine TEN-T core corridors. There are also some other fora established on the sections of the core or comprehensive networks/corridors by other actors/players, such as: municipalities, regions, public and/or private business entities, academic entities, others. ZMPSiS S.A. has some experience in participation in such fora.

The ports in Szczecin and Swinoujście are, as nodes connected to the Baltic Adriatic Corridor, visible in of the Baltic Adriatic Corridor Forum (established in 2014). The main activity of the forum consists in the preparation of the study meant to provide the technical basis for the definition of the Baltic-Adriatic Corridor work plan. In consultation with the Corridor Forum members, that work is coordinated by the European Coordinator, Prof. Kurt Bodewig whose responsibilities have recently been taken over by Mrs. Anne E. Jensen, together with the Member States concerned, Poland, Czech Republic, Slovakia, Austria, Italy and Slovenia.

The actors/players along the meridional transportation chains/corridors leading from the Baltic Sea to the Mediterranean Sea since long have recognized the necessity to engage in a wider scope cooperation involving stakeholders in the transportation sector as well as in transport related businesses, municipal,

environmental, social, academic and other. That cooperation takes various forms. The examples of cooperation in which ZMPSiS S.A. has been involved have the form of an EU funded research project and of a forum. Whereas the EU funded projects have a set of objectives to achieve, among other consisting in analyses, projections, recommendations and others related to the development of corridors they have an interest in, the fora have long term objectives which may be modified and/or supplemented over the time.

Baltic Gateway, Baltic Gateway Plus, LogVAS, PortNet, SoNorA, TalkNET are the examples of the EU supported projects in which ZMPSiS S.A. has been participating. All of them, by the involvement of a number of various partners from the countries spanning from the Scandinavia to the Mediterranean coast have been introducing a lot of input also having some impact on the TEN-T's governance of the involved sections.

There are also two fora in which ZMPSiS S.A. has its participation. The first one is the Central European Transportation Corridor Grouping of Territorial Cooperation established in 2013 taking over and bringing to an another level the activities of the Central European Transportation Corridor CETC-Route 65 (established in 2004). The grouping covers the area of 17 regions of Central Europe constituting a transport corridor providing a development strip between the Baltic and the Adriatic. Its existing and constantly being developed spatial structure not only comprises the transportation infrastructure, but also influences the economic activities along the transportation routes and their surroundings.

It also constitutes an important link of global chain of economic relations stimulating the social and economic growth of areas along the corridor axis. The second one is the Association of Polish Regions of the Baltic Adriatic Transportation Corridor. The forum's main objectives are: creation and promotion of the development areas of the corridor, cohesive interregional spatial planning, initiating enterprises busting economic development, cooperation with entities from other countries situated along the corridor.



DARIUSZ SŁABOSZEWSKI
Chairman, Szczecin and Świnoujście
Seaports Authority



Photo: Pexels



The TEN-T consists of the core and comprehensive networks. One cannot exist without the other. Specially, the CNCs cannot exist without the rest of the networks supporting them.

- **How can the private actors, who are located in the corridor void and transit areas, be (better) involved/included in the public policy measures that are aimed at supporting the corridor-linked growth?**

One way could be to build competitive and sustainable networks.

- **What kind of competencies could these private actors bring with them into the corridor growth process?**

Know your customers and their demand and to be reliable and efficient.

- **What incentives would be instrumental in counteracting a labour market drainage from happening across the void and transit areas? What's needed to make these areas more attractive to stay and invest in?**

Could be alternative modes (investments in inter-modal infrastructure, i.e.).

- **What could be the role of the market stakeholders in addressing this challenge and potentially also in alleviating this undesirable situation should it occur?**

By strengthening the purchase power with optimal utilization of existing transport modes.

- **What is the CNC low-hanging fruit for these actors?**

Optimal use of the different transport modes would give a better overall price level.

- **The addition of new transport links in the Baltic Sea Region as studied in the report could also make new cooperation strategies among stakeholders necessary and valuable. For example municipalities and/or regions along a new or improved transport corridor (such as Oslo-Stockholm) could initiate new cooperation fora like the OSL-STO 2:55 corporation formed by the regions along the prospective new railway connecting Oslo and Stockholm. Would establishing such new fora be beneficial to fostering cooperation aimed at, first, bringing to life new transport corridors, and, second, linking them to CNCs?**

It can be, if it fits to the customers needs.

- **Who should take the lead in setting them up – the interested regions and municipalities, or maybe the initiative should, at first, be discussed with the central government that could then take the lead?**

The market should do the setup, otherwise it won't be used.

- **Do regions/municipalities require more freedom to execute transport projects that cross national borders?**

Yes, regarding the infrastructure, if there is a market need and it fits into the national, and international transport plans.

- **How to attract the private sector to partake in these fora?**

Involve them from the beginning to create new alternative transport solutions.



AGNETA NILSSON
 Manager Communication
 / EU Co-ordinator, Port of Trelleborg



Photo: Pixabay



Optimal use of the different transport modes would give a better overall price level.

- **How can the private actors, who are located in the corridor void and transit areas, be (better) involved/included in the public policy measures that are aimed at supporting the corridor-linked growth?**

The actors should support the development of this new transport corridor in their best way, since the corridor will be an important link to the rest of Europe. It will be part of a wider corridor and it will affect all actors whether they are situated close to the corridor or in some distance from it.

- **What kind of competencies could these private actors bring with them into the corridor growth process?**

The corridors, with the Fehmarnbelt tunnel, are just infrastructure investments. The actors can bring with them the suprastructure and logistic network needed.

- **What incentives would be instrumental in counteracting a labour market drainage from happening across the void and transit areas?**

No incentives. Transport and logistics can develop only if there is a free market situation and a common playing field.

- **What should be the priority actions for public authorities to undertake in order to make sure that the larger transport volumes generated by these investments do not cause excessive negative effects on the corridors' cities and hubs, including increased air and noise pollution, road/rail congestion because of increased traffic to/from logistics centres, possible land use conflicts, etc.?**

Transportation and goods flows tend to find their own way. Usually the most economic way. Today sustainability is more important than before. There will be a balance between both of these, the economy and the environment.

- **What could be the role of the market stakeholders in addressing this challenge and potentially also in alleviating this undesirable situation should it occur?**

Stakeholders should deliver smart solutions to cargo transport and logistics challenges. This is what makes the business interesting. Today digitalization opens many possibilities and we will see new inventions in the industry.

- **How to spark key actors' interest, including shippers and logistics service providers, in the corridor governance?**

The core network states and transport administrations, cities and regions and important nodes in

the corridor. Also ports should promote the corridor. The co-ordination of corridor planning and activities is done in EU corridor meetings and working groups. There is no need to establish any new forums right now.

- **Would it be advisable to start by highlighting the added value the CNCs could provide these players with?**

Each corridor should be monitored and measured regarding the corridor performance. The cost benefit of the corridor is often difficult to measure and new standards and KPI's should be developed. The trough put in metric ton alone is not the best or only way to measure the corridor performance.

- **In this regard, what is the CNC low-hanging fruit for these actors?**

Concentration of cargo flows to the corridor and getting a better transport economy and sustainability is fruitful to all. Logistics is a volume business where goods can benefit from other goods transported. There are several examples of good practices where low value goods or heavy goods are combined with other kind of goods in order to achieve transport economy or examples where passenger traffic and cargo traffic is transported in the same ship or vehicle in order to achieve economy.

- **What kind of a framework, and by whom organised, would be best for doing this, e.g., a focus group meeting producing expert papers addressed to EU decision makers, thematic conferences, direct discussions with the TEN-T coordinators, other?**

As mentioned earlier, there is no need to organize this in any other way than today. Goods flow will find the most economical and suitably way itself. Actors, such as large global transport companies and states, EU decision makers chamber of commerce, regional administrations, and ports in the corridor can help in showing the market the right directions.

- **The addition of new transport links in the Baltic Sea Region as studied in the report could also make new cooperation strategies among stakeholders necessary and valuable. For example municipalities and/or regions along a new or improved transport corridor (such as Oslo-Stockholm) could initiate new cooperation fora like the OSL-STO 2:55 corporation formed by the regions along the prospective new railway connecting Oslo and Stockholm. Would establishing such new fora be beneficial to fostering cooperation aimed at, first, bringing to life new transport corridors, and, second, linking them to CNCs?**



CHRISTIAN RAMBERG
Managing Director, the Port of Turku

Co-operation is always fruitful. But at the same time new and innovative logistics solutions have grown from single ideas.

- **Who should take the lead in setting them up – the interested regions and municipalities, or maybe the initiative should, at first, be discussed with the central government that could then take the lead?**

The initiative should at first be discussed with the central government that could then take the lead. It should be taken by the players, anyone can be the leader, but the regions and municipalities are perhaps best suited to do so. There should always be a neutral party to take the lead. Anyone can take the lead between the markets (OSL-STO) and of course the actors along the new corridor can do it too.

- **How to attract the private sector to partake in these fora?**

The private sector will take part if they benefit from it. Otherwise, they do not participate. The project time frame should not be too long either.

- **How to source the financing for creating additional transport corridors and then connecting them to the CNCs?**

A good project will get financing from public or private funds. The financing is not the real issue here. The main point here is to have such a good project that all stakeholders, also those who are financing the project, can really believe in it, and are willing to take the economical risk.



Photo: Green Cargo



Stakeholders should deliver smart solutions to cargo transport and logistics challenges. This is what makes the business interesting.

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