

Policy Area Transport chapter in EUSBSR revised Action Plan

– draft proposal after discussions in the Coordination Group on 6 November in Berlin and following communication closed on 15.11.2019

1. EUSBSR Objectives

Increase prosperity

- Baltic Sea region as a frontrunner for deepening and fulfilling the single market (cross border services).
- Improved global competitiveness of the Baltic Sea region

Connect the region:

- Good transport conditions (Internal and external connectivity);
- Connecting people in the region.

2. Sustainable Development Goals (SDGs)

- 7. Affordable and Clean Energy,
- 8. Promote inclusive and sustainable economic growth, employment and decent work for all.
- 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.
- 11. Making cities and human settlements inclusive, safe, resilient and sustainable
- 12. Ensure sustainable consumption and production patterns.
- 13. Take urgent action to combat climate change and its impacts.

3. EU or other policy framework

- WHITE PAPER Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, COM (2011) 144 and following strategies & documents on future transport
- Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network (2013)
- Eastern Partnership: new Indicative TEN-T Investment Action Plan for stronger connectivity (15.01.2019)
- An agenda for a socially fair transition towards clean, competitive and connected mobility for all – COM (2017) 283
- A European strategy on Cooperative Intelligent Transport Systems, a milestone towards cooperative, connected and automated mobility 30.11.2016 COM(2016) 766

4. PA/HA governance – steering committee

Policy Area Transport is since the start governed by its Coordination Group which is equivalent to a Steering Committee. The Coordination Group normally consists of:

- Representatives from Member State Transport (or equivalent) Ministries with one exception

- Invited Lead Partner representatives from Flagship projects/platforms supported by PA Transport
- When appropriate colleagues from other PAs/HAs

5. Involvement of stakeholders

Policy Area Transport Coordination Group level:

- Lead Partners from project and platforms supported by Policy Area Transport

Policy Area implementation level:

- Primarily all stakeholders participating in projects and platforms supported by Policy Ara Transport

Currently PA Transport plans to strengthen governance by implementing Flagship processes for broader competence and improved endurance and continuity. The Lead Partner of a Flagship process will be expected to constitute a supportive part of the PA Transport governance.

6. Key PA/HA achievement so far

The first joint project launched was the Baltic Transport Outlook 2030 study which was an important step towards a shared view on the common transport system in the BSR. Several projects aiming to facilitate efficient and sustainable Baltic passenger and freight transport solutions were successfully completed.

During 2015 the Coordination Group initiated a revision of its Action Plan due to changed basis, especially concerning TEN-T Core Network Corridors. Participating Member State line ministries was individually asked for their preferences and from which a list of topics of shared interest was drafted. Based on this a revised Action Plan was elaborated, approved in 2017, making up the Action:

- Capitalising the three relevant “core” trans-European networks (TEN-T);
- Improved transport connectivity with neighbouring and third countries;
- preparation and application of innovative technologies and solutions developing a sustainable transport system in the BSR and beyond it.

A constructive dialogue and mutually appreciated cooperation have been established with the Baltic Sea Region relevant European Coordinators: Baltic –Adriatic Sea, Scandinavian –Mediterranean Sea and Northern –Baltic Sea. During the corridor Forums and other events concerned with cooperation and coordination of activities in development the aforementioned corridors was agreed that macro –regional Transport PAC’s together with CG will give priority to fostering the exchange of the best practice on soft innovation measures strengthening the link between the long distance transportation and urban mobility; whereas European Coordinators, according to their power given by European Commission will focus on preparation and implementation of “hard “measures of the TEN-T “core” corridors (development of infrastructure and hubs along the “core” corridors).

Following this path, four Flagship projects have been successfully carried out focusing on the implementation of the complementary governance activities facilitating development of TEN-T transport corridors, including strengthening links between the long distance and last/ first mile transportation.

In order to strengthen well-being of the BSR it is very important to develop the transport links with the EU Eastern Partnership countries, as well as development of transport connections with the Asian economies. Within the framework of the EWTCII project, an innovative instrument (EWTCa) was created to facilitate in the realization of above tasks. The international East –West Transport corridor Association (EWTCa) unites partners from 11 countries from Europe and Asia, including EaP countries. The main mission of the EWTCa is to facilitate new business opportunities developing intermodal transport services in the BSR and beyond it.

About 25 projects have, with support from PA Transport, during the past years been completed. One example from the excellence category is a project named Real Time Ferries. The project has succeeded to develop cooperation between involved partners to deliver real-time information for the benefit of travel planning systems that cover different modes of transport. This is valuable input for the further digitalization of the transport system.

PA Transport's activities will be further developed through capacity building and moving from project-based activities towards flagship processes, for more efficient coordination and implementation with the aim to make the BSR a model region for transport development.

7. Actions for the PA/HA

Action 1: Improve connectivity of the regions and cooperation with third countries

The Baltic Sea Region (BSR) has a strong dependence on cross-border cooperation (incl. third countries), foreign trade and international exchange of knowledge and services. The TEN-T core network corridors (CNC) and Motorways of the Sea (MoS) play an important role. There is still a need to ensure effective physical and functional access of the farther located and more remote areas such as rural & peripheral regions to the three core network corridors. In connection to work on TEN-T core corridors, the European Commission identified the cooperation with third countries in transport area as one of priority subjects calling for joint actions beyond regular infrastructure projects. Taking into account the developments induced by the globalization/current global trends and fostering infrastructure connections (also with neighbouring and more remote markets), the following actions can contribute to the prosperity of the BSR:

- Maintaining a dialogue with the designated European Coordinators to monitor the corridor implementation progress and positioning BSR characteristics such as: linking more remote and peripheral regions to the CNCs.
- Identify and help improve missing links and bottlenecks in secondary and tertiary transport networks (other transnational corridors, national and regional links), for seamless flows to/from the CNCs; furthermore support national and regional initiatives providing evidence for the geographical extension of the corridors in the region and for interconnecting those corridors via MoS links – in combination with effective networks of smaller seaports and regional airports;
- Coordinate and communicate the interfaces between the TEN-T and urban mobility in urban nodes to integrated long-distance transport in urban mobility planning as prevention for bottlenecks and as precondition for a smooth last mile transport (freight and passenger). Strengthening the cross-sectoral communication on European, national and regional level.
- Enhance synergies for transport development resulting from the linkage of TEN-T CNCs, crossing the BSR, and the cross-border links to third countries and within the BSR;
- Provide access to information on the CNC implementation for different stakeholders, to share views on key transport development actions, including research findings on synchronization of transport flows on- and between the main transport links crossing the EU and EaP countries;
- Promote complementary national and regional activities along the core network corridors, addressing decarbonization of transport, sustainable development, mobility, intermodal logistics, integration of urban nodes, intelligent transport systems etc., and therefore contributing to a more competitive market economy in the region. Attention should be given to the field of innovations in new technologies, new infrastructure and decarbonization in transport and how it could help the region to flourish, e.g. via automated and connected driving and demands on infrastructure to enable realization of these innovations.

Timing: 2020-2027				
Indicator title	Value	Baseline	Target/deadline	Data source
Improve connectivity of the regions and cooperation with third countries	No. of thematic events within PA Transport attended by European Coordinators	0	Once a year	Minutes from the arranged thematic events
	No. of core network corridors in the Baltic Sea Region covered with networking projects for more sustainable growth, better accessibility and territorial cohesion	0	3	Programme databases
	Implementation of one (or possibly two) Flagship process(es) covering the Action	0	1-2/ latest 2022	Programme databases
	No: of thematic events within PA transport attended by participants from third countries		Once per year	Concluding remarks and recommendations from the arranged thematic events
<p>Flagship on-going or planned within this action</p> <p>Currently active:</p> <ul style="list-style-type: none"> • BSR Access • COMBINE • EMMA Extension <p>Planned flagship processes:</p> <ul style="list-style-type: none"> • Linking sea- and landsite transport in the BSR – likely key words: “Digitalisation”, “Decarbonisation” and “Optimise port calls” • BSR Access (probably under new name, currently BSR Access is a Project Platform) 				
<p>Project (s) and other action (s) are planned within this action?</p> <p>n/a</p>				
<p>Current and planned funding sources for the PA/HA activities?</p> <p>Currently typically only Interreg BSRP funding</p> <p>In the future, having implemented Flagship process, we find it natural to strive for more funding sources, e.g. CEF</p>				

Action 2: Steps towards climate-neutral transport

Transport is responsible for a substantial part of the EU's greenhouse gas emissions, making it the second-biggest emitting sector after energy. Significant reductions in the emissions from the transport and logistics sector are needed if the EU is to achieve its long-term climate goals. The EU has adopted policies recently that will help the EU stay on track with its climate commitments (e.g. EU transport white paper, clean power for transport package). The transformation towards a fossil-free society will have enormous effects on transport and the entire logistics sector in the BSR. The transition from traditional energy sources (e.g. oil, coal) towards renewable energy sources (e.g. wind- and hydropower) is on-going and complex. Increasing sustainability is one of the main challenges in logistics and the transport sector. Concurrently, the BSR is ideally placed to be a pioneer in the greening of the transport sector in Europe (e.g. through coupling of sectors). The BSR has recognized R&D institutions, is forerunner in the production of clean energy (wind- and hydrodynamic power) and offers a big consumer market. The

transport sector could be a key enabler to push forward the transformation process towards zero-emissions.

While electrification might be an answer for public transport in cities, it is vital to consider the BSR perspective in terms of border crossing freight- and passenger transport (e.g. trains, ships and high capacity vehicles) which might require other alternative- or non-fossil fuels and respective infrastructure. Trends in recent years clearly show that transport volumes in remote- and peripheral regions often do not reach critical mass to shift cargo from pure road transport towards more sustainable modes of transport. This is due to various reasons (e.g. insufficient transport volumes resulting in non-commercial rail services). New technologies might enable fresh approaches for sustainable road transport in these regions. However, strict rules should apply to avoid the uptake of long-distance border crossing freight transport by road. Modal shift actions, platooning and alternative fuel corridor initiatives (e.g. LNG, CNG, H2, methanol, e-Highway) could support the transition to a cohesive sustainable transport network in the BSR. Generally, all measures which shift freight transport from road to more environmentally friendly modes, increase efficiency of transport or competitiveness of rail and ship transportation are favored as well. Hence, actions, cooperation and collaboration should include:

- Increasing sustainable supply chain strategies as a multi-fuel approach in the BSR considering alternative fuels such as LNG, CNG, H2, e-Highway and Power-to-x technologies. Cross-border planning (corridor thinking) of alternative fuel infrastructure requires the cooperation and collaboration of BSR member states and should be made a priority. Sector coupling, especially with the energy sector/industry, is envisaged.
- Applying new technologies in the BSR, such as high capacity vehicles, platooning, autonomous driving, synchromodality, to increase utilization degrees and efficiency of transport. This action proposal especially includes efforts towards more sustainable last mile logistics.
- Developing and enabling modal shift actions from road to rail and inland waterway transport (IWT) that also considers city logistics.
- Steps towards climate neutral operations of terminals (e.g. harbors, dry ports, inland ports) by e.g. the increase of operational efficiency
- Development of combined transport that consider High Capacity Vehicles (HCV) and Platooning in first- and last mile logistics. The first and last mile shall be kept as short as possible to avoid backshifts from rail and inland waterway towards road transport. Focus should be put on harmonizing rules and regulations in the BSR. Enabling a smooth integration of HCVs and Platoons in existing intermodal terminal networks.
- Development and improvements of regulatory frameworks for sustainable transport actions, considering border-crossing transport as well as maritime and land-based transport.

Timing: 2021-2027				
Indicator title	Value	Baseline	Target/deadline	Data source
Steps towards climate neutral transport in the BSR	No. of flagship projects contributing to steps towards climate neutral transport in the BSR	0	5	Programme databases
	Implementation of one (or possibly two) Flagship process(es) covering the Action	0	1/ latest 2022	Programme databases
Enhance stakeholder collaboration to foster collaboration in projects	No. of events arranged within PA Transport	0	Once a year	Minutes from the arranged events
Exchanging best practice between EU Member States	No. of events arranged within PA Transport on	0	Once a year	Minutes from the arranged events
Flagship on-going or planned within this action				

ECOPRODIGI, EMMA Extension, COMBINE, SUMBA
<p>Project (s) and other action (s) are planned within this action?</p> <p>Interreg BSRP project will play an on-going important role as soon as the programming period has been finalised.</p> <p>A flagship process might be developed and implemented sub to approval of PA Transport members.</p>
<p>Current and planned funding sources for the PA/HA activities?</p> <p>Currently only Interreg BSRP funding.</p> <p>In the future, having implemented Flagship process, we find it natural to strive for more funding sources, e.g. CEF, H2020</p>

<p>Action 3: Facilitate innovative technologies & solutions in the BSR</p> <p>Facilitation of a sustainable-, in view of economic, social and environmental aspects, and efficient transport system in the BSR requires – along with infrastructural investments – also innovative measures dwelling on new technologies, planning approaches and administrative procedures. These should aim to help decarbonize the transport operations, reduce the transport externalities, improve the traffic safety and optimize the use of infrastructure so that the transport networks are able to efficiently absorb the future flow volumes.</p> <p>The 5G technology, synchromodal transport solutions and Blockchain technology provide opportunities to reduce bottlenecks, transport externalities and improve the utilization of payload capacities along the supply chain. This could be achieved by common efforts of different regional stakeholders mobilizing resources which aim to optimize knowledge flows and spread the benefits on innovations to entire macro regional (BSR) economy.</p> <p>Utilization of data, digitalization and automation should integrate the functionalities of all conventional transport modes and serve as a basis for new, user-centric mobility and freight services. It would become a crucial step in building an integrated transport system spanning all modes of transport - where people, vehicles and transport infrastructure continuously interact, where the boundaries between different transport modes are blurred and where people and businesses are provided with innovative and safe door to door mobility services, including micro-mobility solutions. Shared micro -mobility devices (bikes, mopeds, electric scooters, drones) and solutions should be integrated into the overall system as a complement-to the public transport. Integration, first of all, applies to journey planning and ticketing. Promotion of micro-mobility options should not be limited to urban areas, but their potential should be utilized also in the rural areas, including their connectivity through first/last mile links to public or on the demand of transport. Digital infrastructure such as real –time monitoring platforms should help in the development of micro-mobility.</p> <p>Smart specialization policies and their implementation are one instrument to achieve the above-mentioned goals. They enable regions to turn their needs, strengths and competitive advantages into marketable goods and services. They aim to prioritize public research- and innovation investments through a bottom-up approach for the economic transformation of regions. Doing so through building on regional competitive advantages and implementation manner, and the market opportunities in new inter-regional and European value chains. At the same time, a preliminary survey of smart specialization in the BSR (performed in 2019) revealed that in some cases smart specialization priorities, if they consider only on municipal or national level, cannot be so effective as priorities implemented in developing cooperation at entire macro-regional level (reaching the synergy effect).</p> <p>The necessity to cooperate in the creation and implementation of innovative transport corridors and global supply chain management models that ensure a smooth transition from closed- to open supply chains (resources are coordinated in such a way that even small enterprises can participate) could be outlined at first. This also includes third countries. An additional priority of entire macro–regional smart</p>
--

specialization could be the creation of support actions and measures towards autonomous or self-controlled vehicles, including their interconnectivity (internet of things) and connections with the road infrastructure (V2X). The best way to ensure a smooth transition are step-by-step approaches that focus on specific aspects to reach the overall goal. Projects, for instance, could look at/focus on enhancing the exchange of real-time and forecasted data between various modes of transportation (e.g. ships) and the surrounding infrastructure. Also, the better integration of transport modes in supply chains via ITS solutions (synchromodality) is favored. Regulatory frameworks should be developed accordingly to support improvement measures.

Indicator title	Value	Baseline	Target/deadline	Data source
Facilitate innovative technologies and solutions for passenger and freight transport in the BSR	No. of thematic events arranged within PA Transport on exchanging best practice between the EU Member States	0	3 / Once a year	Minutes from the arranged thematic events
	Implementation of one (or possibly two) Flagship process(es) covering the Action	0	1/ latest 2022	Programme databases
<p>Flagship on-going or planned within this action Identification and implementation of Smart specialization priorities in the transport field at the entire BSR level (new proposed flagship process)</p> <p>Currently active Flagship projects: COMBINE (cf. Action 1) EMMA Extension (cf. Action 1) MARA</p> <p>Discussed Flagship process: Cross PA Transport/Energy Flagship process on clean fuels demand vs. supply</p>				
<p>Project (s) and other action (s) are planned within this action? Workshop</p>				
<p>Current and planned funding sources for the PA/HA activities? Currently only Interreg BSRP funding. In the future, having implemented Flagship process, we find it natural to strive for more funding sources, e.g. CEF, H2020</p>				