

## BT policy development

A very important part of WP 2 is to follow the political developments in relation to the objectives both for the project as to WP 2.

One of the newest and very important and relevant topic is the revised TEN-T, under the head line "Wider Europe":

### Press release 7 December 2005:

[...]The High Level Group set up by the European Commission last year to look at transport connections between the newly enlarged European Union and its 26 neighbours submitted its final report today. Recommendations include a mix of infrastructure projects and simpler measures aiming to stimulate trade and to facilitate traffic flows between countries along five major transnational transport axes. "Better integration of national networks will foster regional cooperation and integration not only between the EU and its neighbours but also between the neighbouring countries themselves - Vice-President Jacques Barrot.

### New milestone in EU-Russia transport relations

EU and Russia sign a Memorandum of understanding on the creation of an EU - Russia transportation and infrastructure links.

The dialogue will promote a better understanding of current and future policies in transportation on the basis of the EU-Russia Partnership and Cooperation Agreement. It will, for instance, promote cooperation in areas such as maritime and aviation safety standards and interoperability in the rail sector.



## The identification of concrete BT bottlenecks

The overall objective was to analyse and report impact on opportunities and synergies for business activities in remote areas by improving access in the secondary networks to the main TEN-T transport corridors in the Baltic Tangent - hereby to determine bottlenecks in the Baltic Tangent area.

### The identified and analysed bottlenecks

- Border crossing Latvia-Russia and Estonia-Russia
- Riga Motorways
- Railway capacity in Lithuania, Latvia and Estonia
- Infrastructure in South-Eastern Sweden
- Ports at the South-East coast of Sweden

### Recommendations

Based on the analyses the following below recommendations are outlined from the report:

1. Establish intensified transnational networking between relevant public sector actors and business stakeholders in order to get cross border transparency of priorities and practical design of investment projects.
2. Build this networking on concrete partnership agreement about national and transnational/cross border cooperation, putting task forces in action for well defined tasks concerning the elimination of transport infrastructure bottlenecks.
3. Strategic approach to market the needs for infrastructure investments and the solutions proposed to stakeholders on all levels, including on European (EIB, EBRD) and a wider International level (World Bank).
4. Put emphasis on sustainability in transport infrastructure development, meaning that transfer of goods from roads to railway and maritime shipping should be one overriding goal.
5. In order to produce efficient policy in the remote areas first of all there is a need for common approach in strengthening the administrative capacity. If there is a miscommunication between the different players in regional development, it is always a risk to fail in achieving strategic goals.

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# Baltic Tangent

## Work Package 2

### "New Transport Strategies"



## Status of WP 2

EUROPEAN REGIONAL DEVELOPMENT FUND  
Baltic Sea Region InterReg IIIB  
Community initiative concerning transnational cooperation on spatial planning 2000-2007



[www.baltictangent.org](http://www.baltictangent.org)

## The Baltic Tangent Project

**The Baltic Tangent (BT) project derives from the unsatisfying socio-economic situation in large parts of the defined BT area.**

The peripheral location in relation to the main transport infrastructure corridors in the BSR, constitutes a serious disadvantage for economic and labour market development of partnership regions in the Baltic States, Sweden and Russia. The BT project therefore focuses on how road, rail and maritime traffic links to the main transport corridors (TEN-T) should be improved, to enhance the prospects for the regions and municipalities concerned to benefit from the economic growth potential of the South Baltic Sea area.

## Work Package (WP) 2

WP 2 is entitled "New transport strategies". The strategic focus of WP 2 is on development of transport and logistics solutions enhancing the conditions for sustainable business growth in the Baltic Tangent area.

Hereby improving business solutions in transport and logistics to ensure sustainable growth, social cohesion and increase polycentric business settlements in the Baltic Tangent (Economic alignment).

## Why this brochure?

The project consist of 4 WPs, which all have different scope and contributes to overall project vision:

*[...] A east-west economic corridor affecting Scandinavia, the Baltic Countries and Russia as a complement to the north-south corridors now being developed in the Baltic sea region".*

The objective of this brochure is to give interested parties information about WP 2 and naturally to give an overview and status on the ongoing work in this specific WP.

## Project Cooperation

**Cooperation with organisations, ministries and other authorities are very important in order to develop and implement the project vision fast and sustainable.**

In this connection the Baltic Tangent project has been granted TEDIM (Telematics, Education, Development and Information Management) status, which is a very positive achievement in the future Baltic Tangent implementation work.

The mission of the TEDIM programme is to strengthen the positive development of the Baltic Sea Region by supporting logistics development and by creating an integrated logistics information network within the framework of the Northern Dimension.

## WP 2 Selected Reports

**Since the beginning of the project (January 2005) the involved WP 2 partners have been investigating, clustering and documenting data, which can contribute the overall objectives of the project.**

These findings are being documented in the below underlined reports:

**Task 2.4:** Analyse and report on measures and methods to improve/facilitate the benefits from the TEN-T development relevant for the Baltic Tangent.

**Task 2.7:** Report on impact on opportunities and synergies for business activities in remote areas by improving access in the secondary networks to the main TEN-T transport corridors in the Baltic Tangent "The Bottleneck Report"

**Task 2.8:** Report with analysing current transport practice and policy for business activities in remote areas

**Task 2.12:** Collecting data from relevant companies (SMEs), Regional development agencies and other relevant stakeholders

All of the mentioned reports can be downloaded and printed on [www.baltictangent.org](http://www.baltictangent.org) and afterwards in detail be examined for results and recommendations.

## WP 2 Partners

- Association of Danish Transport Centres, DK
- The Regional Council in Kalmar County, S
- Halland Regional Development Council, S
- Regional Council in Jönköping County, S
- Municipality of Nässjö, S
- Municipality of Oskarshamn, S
- Municipality of Hultsfred, S
- Municipality of Eksjö, S
- Municipality of Vetlanda, S
- Blekinge Region, S
- Swedish National Rail Administration, S
- Swedish Road Administration, S
- Municipality of Vimmerby, S
- Municipality of Kalmar, S
- Municipality of Högsby, S
- Municipality of Västervik, S
- Municipality of Mönsterås, S
- German Logistics Centre Association, D
- University of Lapland, SF
- Vidzeme Development Agency, LV
- Valka Town Council, LV
- Riga Region Development Agency, LV
- Transport and Telecommunication Institute, LV
- Kaunas City Municipality, LT
- Panevežys City Municipality, LT
- Valga County Business Information Centre, EE
- Tallinn College of Engineering, EE
- Institute of Logistics and Warehousing, PL

## Information

For further information concerning WP 2, please contact:

### WP 2 Leaders

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