

# Final Report



## Baltic Gateway Quick Start Programme

Promoting Maritime Related Intermodal Transport  
in the South Baltic Sea Area

June 2006



Project Part-financed  
by the European Union

**BALTIC GATEWAY**

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*“In an ideal world, Europe will invest 600 billion euros to complete the Trans-European Transport Network. Investments in new infrastructure are expensive, take time to complete and are not always immediately welcomed by the general public. Without losing sight of our long-term objectives, we have to recognize our responsibilities from today on to find solutions, which make it possible to safeguard our quality of life and stimulate economic activity everywhere in Europe. If we don’t have all the resources we need to complete the task, then we must do our best with what we do have. A practical and inexpensive solution is to promote logistical services using intermodal transport“*

*“Indeed, for the success of the motorways of the sea, it is necessary to have non-congested ports with good infrastructure, offering quality services with good intermodal connections to the inland transport network. It is just as important to convince the shipping lines that it is profitable to provide regular and frequent services. Member States have therefore to finance better the network of short sea shipping and intermodality promotion centres“*

**Jacques Barrot**, Vice-President of the European Commission, Commissioner for Transport, Context ministerial conference on the motorways of the sea, Ljubljana, 24 January 2006

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Joint Political Statement on the Commitment of  
the South Baltic Sea Regions to Implement a  
Baltic Gateway Quick Start Programme

# POLITICAL STATEMENT

## Joint Political Statement on the commitment of the South Baltic Sea regions to implement a Baltic Gateway Quick Start Programme

*We, the leading political representatives of the South Baltic Sea regions, assembled at the Baltic Gateway conference 'A Quick Start Programme for the South Baltic Sea area', organised in Rostock, 23-24 February 2006, agree to continue the joint co-operation based on the following points of understanding:*

**We recognise the unique challenges and opportunities facing our regions as global trade and contacts continue to increase across borders and continents.**

Globalisation of the economy and European integration has already resulted in structural change, which influences natural, economic, cultural and social conditions in our regions. Our geographical location offers both opportunities and hindrances when managing rapidly growing flows of cargo transport, passing through our regions and cities. As we are inevitably dependent on maritime transport services, and facing common threats like global warming, safety and security, we recognise new possibilities related to the revolution of industrial production, logistic chains and the information technology. We conclude that

- the transport system in the South Baltic Sea area requires specific attention, which motivates joint regional initiatives across natural and administrative borders,
- the South Baltic Sea is in a global context a growth area, which offers challenging opportunities for business renewal and economic growth.

**We acknowledge European goals and priorities.**

We share the goals of the Lisbon process, the European policy for cohesion and sustainable growth, and related European policies including the European transport policy. We welcome the decision on the TEN-T priority axes and projects, which includes several projects of vital importance to our specific geographic area. We also acknowledge the need to include

additional transport axes connecting the Baltic Sea in a future revision of the TEN-T priority projects. We welcome the High Level Group proposal to extend the major trans-European transport axes to neighbouring countries and regions.

**We acknowledge that a well functioning transport system is essential for sustainable economic growth and the well-being of all citizens in this part of the world.**

Better integration of national and regional networks will foster co-operation and integration within EU, and with neighbouring countries and regions. A practical and inexpensive solution is to connect the maritime-related inter-modal transport system in the regions around the South Baltic Sea. This will bridge the gaps between our countries and regions, and cope with the challenge of developing an efficient gateway for trade by sustainable transport modes and services.

**We conclude that complementary soft and hard transport measures in combination are needed to realise the growth potentials in the South Baltic Sea area.**

Outcomes from several trans-national cooperation efforts, including those co-funded by the Interreg IIIB programme for the Baltic Sea Region, have taught us that fast improvements are needed to develop a coherent and efficient maritime-related inter-modal transport system in the South Baltic Sea area. This includes improved knowledge and skills to support connectivity among all actors involved in inter-modal transport chains, efficient use of information and communication technologies in ports and their networks, as well as improved inter-modal services which will provide for more efficient use of existing transport resources. However, there is also a need for increased standard and capacity in terminals and transport infrastructure within the ports and along the hinterland connections, including roads, railways and inland waterways.

**We have identified a trans-national Quick Start Programme, which includes European, national and regional transport and development investment plans, and complementing actions to strengthen the gateway function of the South Baltic Sea area.**

At last year's Baltic Gateway political conference, we decided to prepare a joint implementation plan for an effective transport system in the South Baltic Sea area. Accordingly, this Baltic Gateway Quick Start Programme has been developed in a close political dialogue between the co-operating regions in the South Baltic Sea area and incorporates the results of discussions with European and national authorities and private stakeholders.

**We agree on the priority actions included in a Baltic Gateway Quick Start Programme.**

We endorse a Baltic Gateway Quick Start Programme, described in detail below, the result

of a joint trans-national planning debate among the co-operating regions.

We agree to promote a Baltic Gateway Quick Start Programme, as a package of prioritised transport-related projects for improved accessibility and cohesion, in our communication with European and national authorities.

We are motivated to strengthen our own efforts in realising the actions. We also intend to initiate negotiations with private stakeholders and relevant financial institutions regarding implementation of the projects included in the programme. The Baltic Gateway PLUS project provides opportunities to elaborate feasible strategies further and to investigate various options for implementation and financing.

The political co-operation, initiated in the Baltic Gateway project, should be continued and strengthened. We look forward to a report on the progress achieved at a political follow-up meeting in 2007.



*Signing of the political statement at the Baltic Gateway final conference in Rostock, February 24<sup>th</sup> 2006.*



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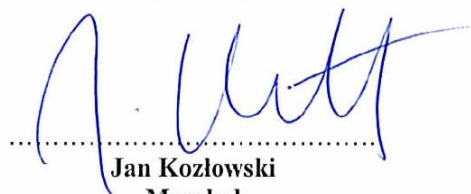
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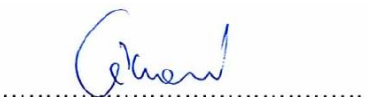
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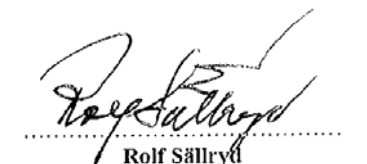
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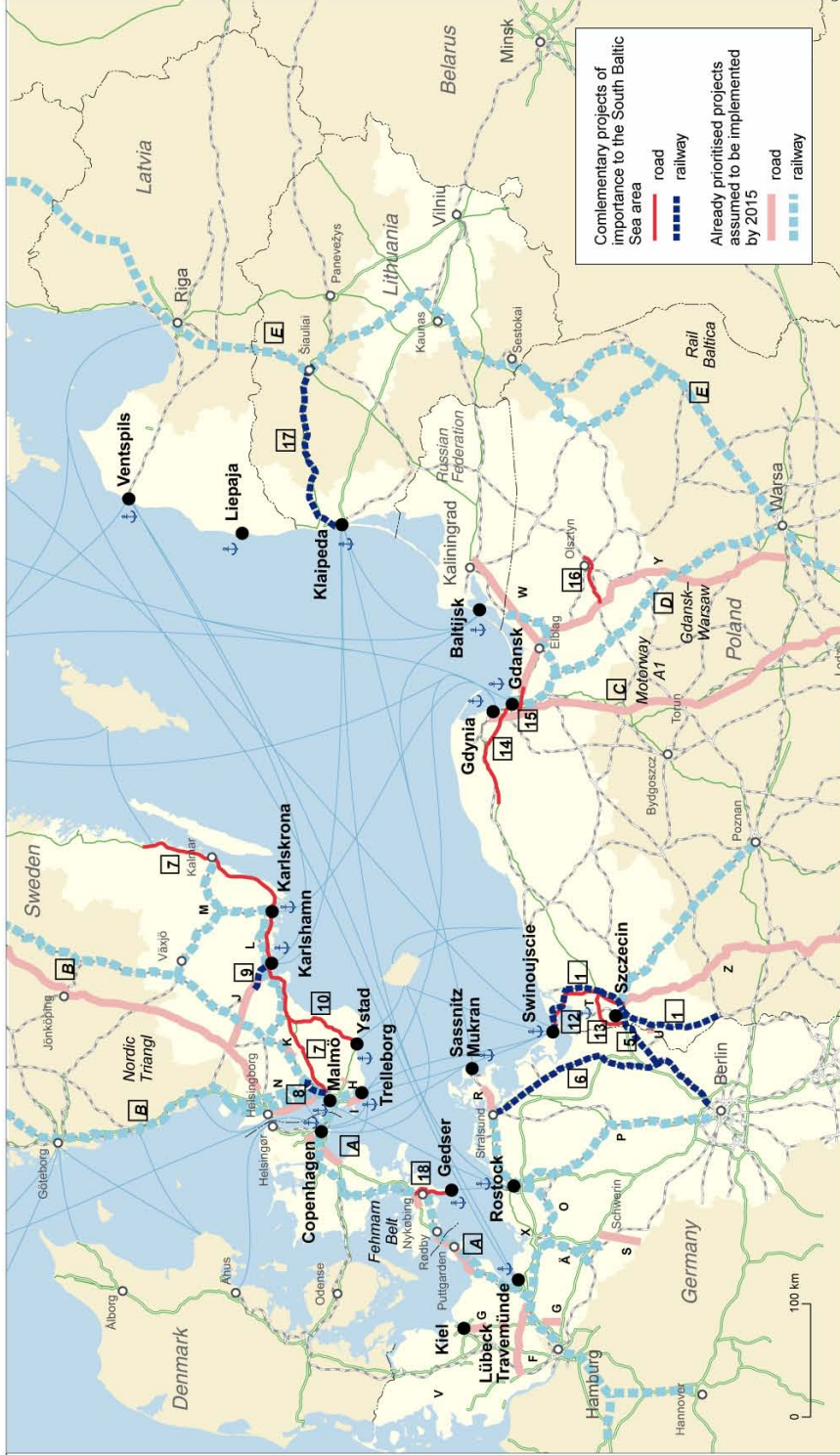
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Vice Marshal  
Western Pomerania Region



**Rolf Sällryd**  
Vice Chairman of the Regional  
Development Board  
Kronoberg County Council

**Already prioritised projects assumed to be implemented by 2015**  
**TEN-T Priority projects and axis**

- A Fehmarn Belt railway axis
  - capacity improvement and electrification of rail link Hamburg-Lübeck-Travemünde-Puttgarden
  - capacity improvement and electrification of rail link Rødby-Copenhagen
  - capacity improvement for road network round Copenhagen
  - motorway project Oldenburg-Heiligenhafen on the Puttgarden-Hamburg link (A1)
- and
  - Køge Bugt Motorway
  - København Ringsted railway
- B The Nordic Triangle railway/road axis including the southern and western trunk railway
  - the roads E4, E6 north of the Øresund fixed link
- C Construction of Motorway A1: Gdansk-Lodz-Katowice-Brno/Bratislava-Vienna
- D Railway axis
  - Gdansk-Warsaw-Katowice-Brno/Bratislava-Vienna
- E Rail Baltica axis Warsaw-Kaunas-Riga-Tallinn-Helsinki
- F-Å Other National Priority Projects



**Complementary projects of importance to the South Baltic Sea area**

**Capacity building projects**

- 1 Development of intermodal Promotion Centers (IPC) in the South Baltic Sea area
- 2 Promotion of interoperable IT-solutions through port co-operation
- 3 Development and implementation of an educational programme in transport and logistics

**Improvements of intermodal hubs**

- 4 Promote the following TEN-A ports as intermodal hubs, through development of infrastructure and services jointly by private and public stakeholders: Gedser, Kiel, Lübeck-Travemünde, Rostock, Sassnitz/Neu Mukran, Szczecin/Swinoujście, Gdansk, Gdynia, Kaliningrad/Baltiysk, Klaipeda, Liepaja, Ventspils, Copenhagen-Malmö, Trelleborg, Ystad, Karlshamn, Karlskrona

**Hinterland connections**

- 5 Angermünde-Szczecin, railway upgrading
- 6 Berlin-Stralsund via Angermünde, railway upgrading
- 7 E22, Malmö-Oskarshamn, road upgrading
- 8 Lund bypass, new railway
- 9 Oldström-Karlshamn, new railway
- 10 National road No 19, Ystad-Kristianstad, road upgrading
- 11 Swinoujście-Kostrzyn, railway upgrading
- 12 S3 (E59) Swinoujście-Szczecin, new road and party road upgrading
- 13 S6 (E28) Szczecin, Northern bypass, new road
- 14 S6 (E28) Gdansk-Lebork-Słupsk, new road and party road upgrading
- 15 S7 (E77) Gdansk Southern bypass and main access to Gdansk Port (Sucharski route), new road
- 16 S16 Ostroda-Olsztyn, road upgrading including Olsztyn bypass, new road
- 17 Lithuania Corridor IXB, road and railway upgrading

**Complementary projects of importance to the South Baltic Sea area**

- road
- railway

**Already prioritised projects assumed to be implemented by 2015**

- road
- railway

**Group A: Already prioritised projects assumed to be implemented by 2015.**

<b>TEN-T Priority projects and axis</b>	
	Fehmarn Belt railway axis including - capacity improvement and electrification of rail link Hamburg – Lübeck – Travemünde – Puttgarden - capacity improvement and electrification of rail link Rødby – Copenhagen - capacity improvement for road network round Copenhagen - motorway project Oldenburg – Heiligenhafen on the Puttgarden – Hamburg link (A1) and - Køge Bugt Motorway - København Ringsted railway
<b>A</b>	The Nordic Triangle railway/road axis including - the southern and western trunk railway - the roads E4, E6 north of the Øresund fixed link
<b>B</b>	Construction of Motorway A1: Gdansk – Łódź – Katowice - Brno/Bratislava-Vienna
<b>C</b>	Railway axis Gdansk-Warsaw- Katowice - Brno/Bratislava-Vienna
<b>D</b>	Rail Baltica axis Warsaw-Kaunas-Riga-Tallinn-Helsinki
<b>E</b>	
<b>Other National Priority Projects</b>	
<b>F</b>	A20 from Lübeck (A1) to Itzehoe (A23) – Elbe Crossing – Lower Saxony
<b>G</b>	A21 from Kiel to Schwarzenbeck (A24)
<b>H</b>	Improvement of the railway Trelleborg – Malmö
<b>I</b>	Motorway extension Vellinge – Trelleborg
<b>J</b>	New construction of the Crossroad Markaryd – Osby – Olofström – Karlshamn
<b>K</b>	Upgrading of road 23, Hbör east and Ekeröd - Sandåkra
<b>L</b>	Electrification of the Coastal Railway Kristianstad – Karlskrona
<b>M</b>	Improvement of the Coast to Coast railway (Kalmár/Karlskrona – Emmaboda – Alvesta)
<b>N</b>	Improvement of the goods track in Skåne (Malmö – Aftöv – Kävinge – Teckomatorp – Åstorp – Ängelholm)
<b>O</b>	Improvement of the railway Lübeck – Wismar – Rostock – Stralsund
<b>P</b>	Improvement of the railway Rostock – Berlin
<b>R</b>	Reconstruction of B96 from Stralsund to Bergen including the crossing of Stralsund
<b>S</b>	Construction of the motorway A14 from Schwerin to Magdeburg
<b>T</b>	Berlin – Schwedt – Szczecin inland waterway
<b>U</b>	Schwedt bypass
<b>V</b>	Extension and deepening of the Kiel canal
<b>W</b>	Improvement of the Elbląg – Kalingrad road
<b>X</b>	Improvement of the Elbe – Trave Canal
<b>Y</b>	Construction of expressway S7 (E77): Gdansk – Elbląg – Warsaw
<b>Z</b>	Construction of expressway S3 (E65): Szczecin – Gorzów –Legnica
<b>Å</b>	Rail connections to Wismar

*Table: Projects implemented before 2015 according to current European and national plans.*

**Group B: Complementary projects of importance to the South Baltic Sea area**

<b>Capacity building projects</b>	
<b>1</b>	Development of Intermodal Promotion Centers (IPCs) in the South Baltic Sea area Total investment: 15 MEUR in total during a 5 year period
<b>2</b>	Promotion of interoperable IT-solutions through port co-operation Total investment: 15 MEUR in total during a 5 year period
<b>3</b>	Development and implementation of an educational programme in transport and logistics Total investment: 5 MEUR in total during a 5 years period
<b>Improvements of intermodal hubs</b>	
<b>4</b>	Promote the following TEN-A ports as intermodal hubs, through development of infrastructure and services jointly by private and public stakeholders: Gedser, Kiel, Lübeck/Travemünde, Rostock, Sassnitz/Neu Mukran, Szczecin/Swinoujście, Gdansk and Gdynia, Kalingrad/Baltiysk, Klaipeda, Liepaja, Ventspils, Copenhagen-Malmö, Trelleborg, Ystad, Karlshamn, Karlskrona Total investment need indicated by the ports: 600-700 MEUR
<b>Hinterland connections, Total investment need: Min 3230 MEUR, Time frame: To the year 2015</b>	
<b>5</b>	Angermünde – Szczecin, railway upgrading Total investment: 200 MEUR
<b>6</b>	Berlin – Stralsund via Angermünde, railway upgrading Total investment: 800 MEUR
<b>7</b>	E22, Malmö – Oskarshamn, road upgrading Total investment: 370 MEUR
<b>8</b>	Lund bypass, new railway Total investment: 220 MEUR
<b>9</b>	Olofström – Karlshamn, new railway Total investment: 80 MEUR
<b>10</b>	National road No 19, Ystad –Kristianstad, road upgrading Total investment: 10 MEUR
<b>11</b>	Swinoujście – Kostrzyn, railway upgrading Total investment: 215 MEUR
<b>12</b>	S3 (E65) Swinoujście - Szczecin new road and partly road upgrading Total investment: 200 MEUR
<b>13</b>	S6 (E28) Szczecin, Northern bypass, new road Total investment: 350 MEUR
<b>14</b>	S6 (E28) Gdansk – Lebornk – Slupsk, new road and partly road upgrading Total investment: 250 MEUR
<b>15</b>	S7 (E77) Gdansk Southern bypass and main access to Gdansk Port (Sucharski route), new road Total investment: 300 MEUR
<b>16</b>	S16 Ostroda – Olsztyn, road upgrading including Olsztyn bypass. Total investment: 250 MEUR
<b>17</b>	Lithuania Corridor XB Road and railway upgrading Total investment: 50 MEUR
<b>18</b>	Nykøbing Ring Road, Højmølle – Gedser, new construction and upgrading of road Total investment: 87 MEUR



Baltic Gateway Quick Start Programme  
Promoting Maritime Related Intermodal  
Transport in the South Baltic Sea Area

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## PREFACE

The South Baltic Sea area plays an important role as a gateway between Scandinavia and Continental Europe, and in relation to the European and Asian hinterlands further away. The area functions as a market place for intermodal transport services, where ports offer interfaces to a wide range of destinations for passengers and goods.

In order to strengthen the efficiency and sustainability of the transport system, regional authorities in the area, national transport administrations, port authorities, chambers of commerce as well as private stakeholders, have joined forces in the Interreg IIIB project Baltic Gateway. The initiative assembles 38 official partners from six countries. Region Blekinge is lead partner and hosts the project secretariat located in Karlskrona.

Baltic Gateway started in March 2003 and has since processed issues related to transport and regional development. A number of studies have been carried out and reports produced. Workshops and conferences have been organised, where experts, politicians and private stakeholders gathered to discuss challenges and potentials for the transport system and how it can contribute to regional development and growth.

You have the final report of the project in your hand. The report describes the main conclusions from the work and resulting political actions proposed. The partners involved are convinced that several improvements are needed in order to reach a sustainable and efficient transport system, not only new infrastructure, but also improved intermodal services, increased competence and better use of the full potential of information and communication technologies. The most prioritised projects have been agreed upon by regional political leaders and collected in the so-called Baltic Gateway Quick Start Programme. Those projects are described in this report.

The prioritisation and bundling of strategic projects are only a first step. The challenge is to finance, realise and manage the services. It is clear that this cannot be done without strong commitment among all actors involved in different countries and sectors, and on various levels. Therefore, several partners have decided to continue the elaboration of a common framework for implementation of the Quick Start Programme in a follow-up project called Baltic Gateway PLUS. This initiative will continue until the end of 2007.

The regional political leaders have met on several occasions, chaired by Uno Aldegren, President of the Regional Executive Board, Region Skåne. They have confirmed their commitment to the challenging development. Their ambition is to maintain and strengthen this networking cooperation as a basis for joint dialogue and platform for joint actions in the future.

We hope that you will find this final report supportive for your understanding of the challenges and potentials in the South Baltic Sea area, and the exciting and demanding task of developing this area as a sustainable European gateway.

We would also like to take the opportunity to thank all dedicated partners, who have contributed with their creativity, experience and knowledge throughout the project. Without your support, this work would not have been possible.

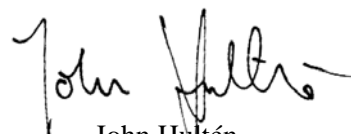
More information and background reports are available at the project website [www.balticgateway.se](http://www.balticgateway.se)



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## OVERALL CONCLUSIONS

The Baltic Gateway project highlights a complex, rapidly changing and challenging situation in the South Baltic Sea area. The project partners strive for a sustainable economic, social and environmental development in the area. Quality and accessibility to the maritime related transport infrastructure is a crucial factor for trade, travel and contacts in this area, where neighbour regions are separated from each other by water.

The European Commission has recently concluded that the transport system needs to be optimised to meet the demands of enlargement and sustainable development. It also needs to be more harmonised and integrated at European, national and regional level to counteract unequal growth in the different modes of transport, congestion on the main transport arteries and harmful effects on environment and public health.

After having studied current conditions and trends, future scenarios and impacts of possible actions, and discussed the lessons learned in several seminars and conferences, the project partners draw the following conclusions.

### Conclusion 1 - The South Baltic Sea is in a global context a growth area



*Picture 1: Combinations of rail and short sea shipping are often competitive to sea transport in many trade relations, including those between north-western Europe and the far/middle East.*

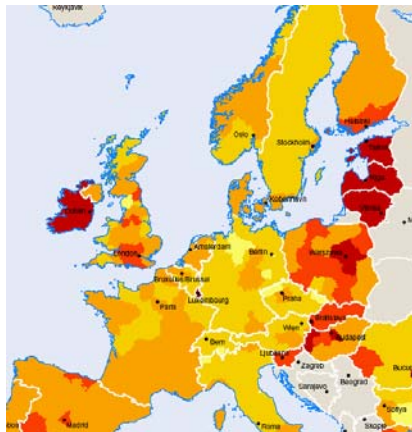
The South Baltic Sea area is one of the world's most dynamic growth regions in a global context. Efficient and sustainable transport solutions are both a prerequisite and a tool to promote this development.

Cargo transport increases with growth of economy and trade. The Baltic Gateway partners recognise this challenging opportunity to improve capacity, enhance the provision of services, and to modernise the infrastructure for communications to the mutual benefit of both private and public interests.

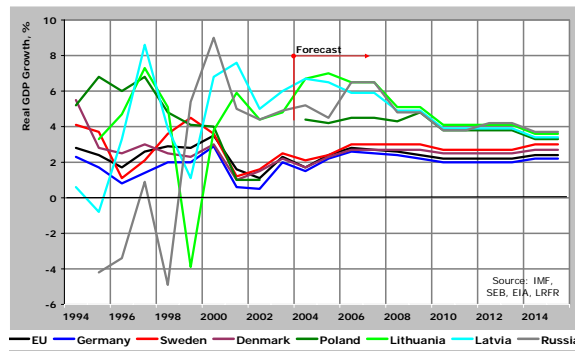
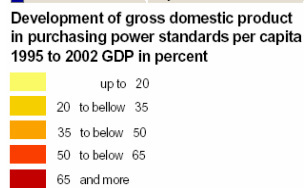
Improved preconditions for cross-border connections, with the help of harmonised, upgraded and new communication services in ports, and along trans-national transport corridors, will facilitate intermodal transport and global trade by using a combination of rail and short sea shipping services. The improvements will not only result in more efficient transport services to the industry. They will also increase accessibility within the South Baltic Sea area and contribute to bridging social and economic rifts within the area.

## A unique situation

The Baltic Sea Region (BSR), representing a One- Hundred Million people market, is already today one of the worlds most rapidly growing regions. The fast economic transition in the new EU member states around the Baltic Sea is impressive. The wider European and Russian markets are also growing. EU - Russian relations after 2007 are expected to facilitate the integration of Kaliningrad region within the BSR.



**Picture 2:** Growth of gross-domestic product per capita. High growth in East and Central Europe. Source: ESPON



**Picture 3:** GDP growth; EU, Baltic Gateway countries and Russia. Source: SEB

Especially the South Baltic Sea area (SBSa), where all these countries are located, has potential to sustain as one of the most dynamic growth regions in the world for a long time. Efficient and sustainable transport solutions are both a tool and a prerequisite to realise this development. Regional cooperation on transport and infrastructure can promote the development by bridging the Baltic Sea barrier. This

is a unique situation from a European perspective. Only the Mediterranean region represent a similar situation, but the interregional dialogue and joint strategy making across the SBSa is more mature.

## Substantial potential

Future economic growth may be expected in the SBSa for several reasons including those related to

- the catch-up factor due to imitation and integration
- high educational attainment,
- healthier population,
- government consumption ratio,
- institutional changes,
- increased international openness,
- higher investment ratio, especially in transport

The future SBSa development will benefit from the comparative advantages of several metropolitan regions including Öresund, Hamburg, Berlin, Szczecin, Tricity (Gdynia, Gdansk, Sopot) and Kaunas-Vilnius.

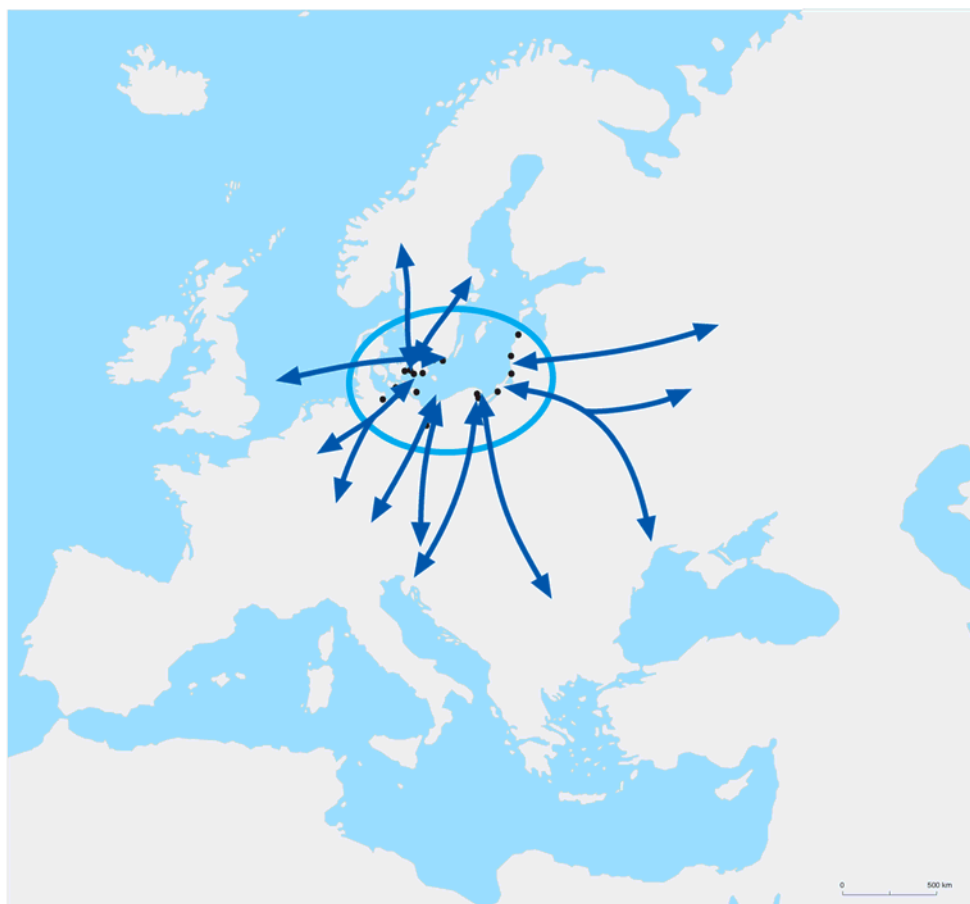
The SBSa will also benefit from rapidly expanding economic networks, which to some extent may substitute for agglomeration. The physical networks and intangible networks support each other.

## Market and policy perspectives combined

It is important to:

- balance growth-directed measures with measures aiming at promoting a balanced population growth from a long-term perspective,
- improve services or infrastructure in between regions with different economic disparities, which will be more important for cohesion, than measures in the existing high-volume corridors,
- combine free trade, which is important for economic growth and cohesion, with harmonised regulations across borders, which are important for sustainability,
- provide measures necessary to channel the increasing demand for transport, which will increase as economy and integration grows, into more sustainable modes of transport and mobility.
- provide measures to promote social cohesion within the SBSa.

## Conclusion 2 - The South Baltic Sea is a European Gateway



*Picture 4: The South Baltic Sea area provides entrances to vital European and neighbour region corridors.*

The South Baltic Sea area plays an important role as a gateway between Scandinavia and Continental Europe, and to and from emerging markets in Russia and Asian hinterlands. Trade between areas in Northwestern and Central Europe, the Mediterranean, around the Black Sea, and across the Continents are often served by rail and short sea shipping transport in the South Baltic Sea area. The area functions as a market place for maritime-related intermodal transport services, where ports offer interfaces to a wide range of destinations for passengers and goods.

This offers an opportunity for the cities and regions around the South Baltic Sea to:

- promote trans-national contacts and integration of markets and people with the help of improved transport services
- facilitate the use of sustainable transport modes and intermodal cargo transport services,
- reduce the risks and disturbances to the local environment urban areas and fragile coastal zones,
- stimulate economic renewal and growth in port cities and hinterland regions with the help of more harmonised regulatory frameworks, the use of new technologies and to develop arenas to facilitate networking and contacts among actors in public administrations, business and academia.

It also strengthens the opportunities to facilitate a realisation of new investments by joining forces across borders and levels, and by combining private and public resources.

## Historic marketplaces

Through the history, the SBSa has derived its strength from maritime trade serving economic exchange between the coastal states and provinces. Its economic prosperity climaxed in the medieval times when the Hanseatic League drew together 160 cities and towns in common trading patterns across and along the sea. Although times have changed, seaways retain its major role in present and future transport systems.

Harmonious development of the SBSa suffered from the years of political and economic division. With the fall of the iron curtain, the area is reclaiming its identity and making use of new perspectives associated with European integration, which set forth a common market and turn the Baltic into an inland sea of the European Union. In the worldwide process of globalisation, the SBSa is predestined to play a gateway role, bridging old and new members of the European Union and collaborative countries on the eastern edge. By means of its economic, demographic and cultural potential it may not only provide services for transit flows, but also produce and receive commodities from all over the world.

## Emerging gateway functions

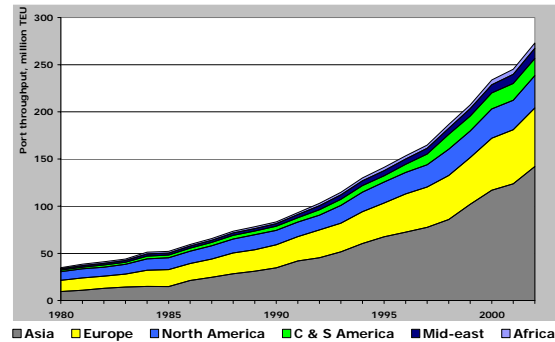
The gateway function of the SBSa is to be perceived in three dimensions:

- *inter-continental* as an alternative route for exchanging goods between two core economic markets of the North America and Far East;
- *inter-regional* at a scale of enlarged European Union and its external neighbours;
- *macro-regional* on the domestic Baltic Sea arena.

## Rapidly increasing volumes

The Baltic Sea is considered one of the fastest growing trading areas in the world. The trade growth has exceeded 100% in the past ten years and will continue. The development of the trade will follow the economic, cultural and political development that envelops a trade link. The enlargement of the EU is expected to facilitate a faster development.

Trade volumes are expected to more than double over the coming years. The container is

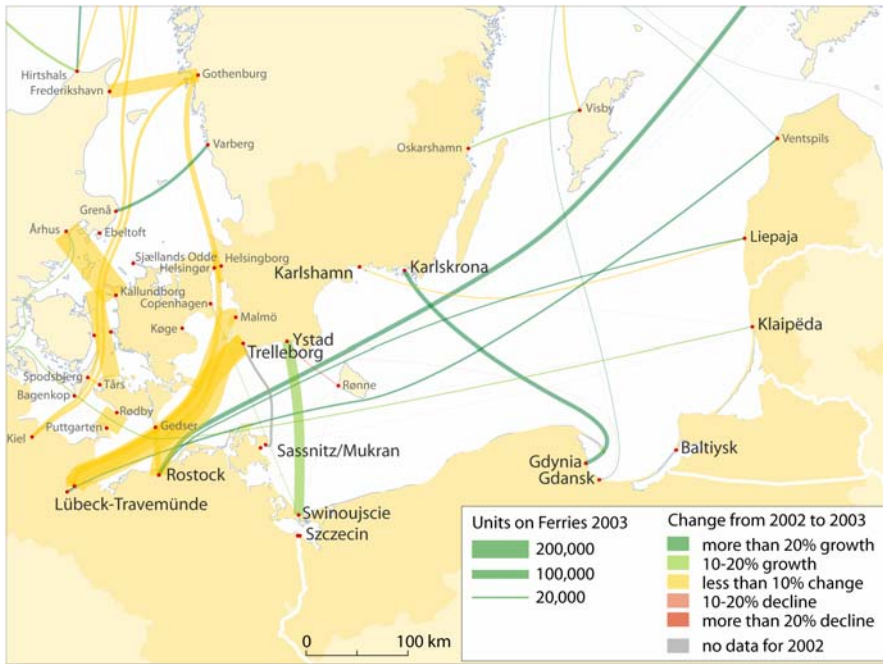


Picture 5: World container throughput, trend

expected to take a larger share of the intra-European transport. Revenues from passengers have become a secondary issue. The development of container traffic is expected to grow in the range of 7–10 % over the coming years because of increased global trading. The ferry freight traffic will continue to grow at high pace. The new services will take a larger share of the traffic as the mobility is expected to be higher in the eastern part of Europe. The ferry passenger traffic will show stability in the western side and grow at high pace on the eastern side. The number of passengers on the eastern services will however be marginal in comparison. The type of ship operation reflects the land transport mode used for transporting the trade products on land infrastructure. The distribution system used is unique for each port.

## Vast intermodal potential

Although political framework conditions have been quite favourable for intermodal transport during the last decades, the focus on infrastructure improvements on the supply side (e.g. terminals, rail tracks, port infrastructure, IT-Systems) have not had the intended effects on the modal split. The influence of national and regional policy makers on the modal shift is rather limited, since most of the recent logistical trends that drive transport growth are independent from regulative policy measures on the national / regional level. Under-developed corridors with a low intermodal supply, but high intermodal potential, should receive priority attention for developing intermodal transport. In the SBSa this relates specifically to the corridors running via Poland and the Baltic States. There is a need to connect actors representing “supply”, “demand” and “policy” in order to improve communications and to close information gaps.



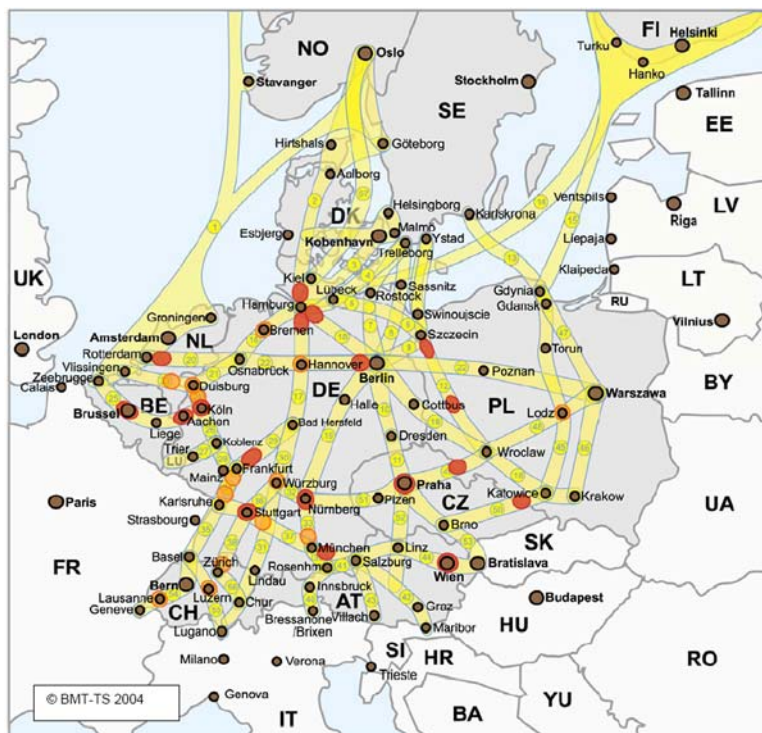
**Picture 6:** Traffic of unutilised cargo on ferries across the Baltic Sea. Unutilised cargo includes e.g. lorries, trailers and containers.

### Possible release of routes

One of the crucial factors determining performance of gateway regions is quality and accessibility to the transport infrastructure. The European Commission has recently noticed that the transport system needs to be optimised to meet the demands of enlargement and sustainable development. It also needs to be more harmonised and integrated at European, national and regional levels, to counteract un-

equal growth in the different modes of transport, congestion on the main transport arteries and harmful effects on environment and public health.

Improved transport services in the SBSa will provide alternatives to rapidly growing transport in east-west direction via congested land routes in Poland and Germany, including those related to Trans-Siberian connections and Russian trade



**Picture 7:** Future bottlenecks and problematic infrastructure demand for rail corridors and intermodal terminals. Critical terminal locations are indicated as red dots, critical rail corridors are indicated in red.



## External dimensions

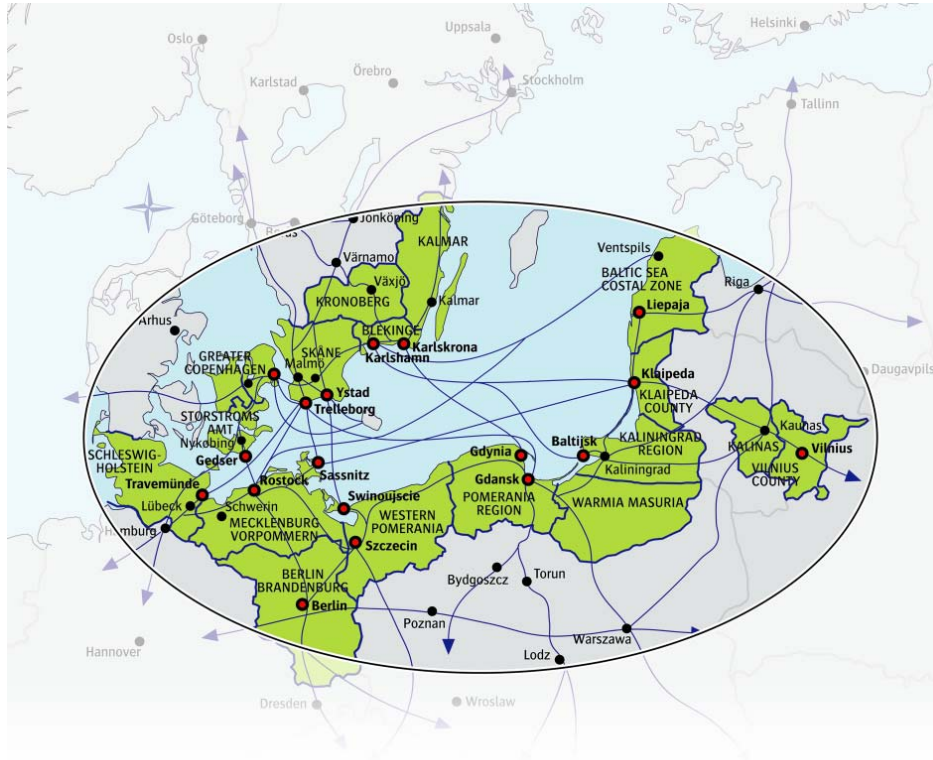
Increased cooperation is also motivated for traffic safety reasons since the increasing maritime transport is mainly generated by Russian export and import. These traffic flows pass through the SBSa. The recent High-Level Group proposal on the extension of major Trans-European Transport axes to the EU neighbouring countries has concluded that the main priorities should be on the operational solutions, which include a number of infrastructure projects and several “soft” measures. The aim is to remove physical and administrative bottlenecks along the main transport axes identified and to facilitate cooperation and communication between authorities in the different countries (harmonisation of documents and procedures, joint border control stations, etc). These measures include maritime safety, environmental protection and rail interoperability. The group wants to explore the role of public-private partnerships in accelerating the implementation of the projects. This implies a growing future demand for applied IT- services and capacity building in the SBSa regions. It is also a chance to develop new skills.

### **The transport modes must be better linked**

From the transport perspective the prosperity of the South Baltic area as a gateway region fully depends on meeting the following requirements:

- Provision of an interconnected land-and-sea network of multi-modal transport corridors conveying, as a priority, unitised cargo transport including crucial port connections,
- Provision of smooth intermodal transport in ports, along transport links and across borders thereby securing fast, reliable and safe transport services of high quality,
- Securing a high level of interoperability between modes of transport, with increased emphasis on railways and short sea shipping.
- Innovative solutions in cargo logistics, especially in port operations

### Conclusion 3 - The South Baltic Sea transport system requires special attention



*Picture 8: Regions, ports and important transport links in the South Baltic Sea area.*

Efficient and sustainable transport solutions in the South Baltic Sea area (SBSa) requires trans-national co-operation among public and private actors at different levels. Policies and regulatory frameworks need to be harmonised. Regional political leaders, together with a wide range of stakeholders, have joined forces in the Baltic Gateway project to develop a common programme for improvements of the transport system. This includes:

- political determination and long term commitment across borders, levels and sectors to develop and facilitate the use of sustainable communication technologies and transport modes,
- improved knowledge and connectivity among actors involved in cross-border and maritime-related intermodal transport chains,
- development of ports as intermodal hubs, providing smooth and efficient services, infrastructure investments to improve safety, capacity and quality standards of transport services in ports and hinterland links aiming at ensuring a comprehensive Trans European Network for intermodal transport in the SBSa functioning no later than 2015.



**Picture 9:** The role of regions is to support the harmonisation of perspectives by taking advantage of new opportunities and challenges, help harmonising goals, policies and strategies, develop arenas and framework for cooperation and provide for trans-national planning to facilitate action

### Coastal regions are strongly influenced

The regions of the SBSa have already seen tangible effects of European integration and enlargement. Requirements for transportation to support continued development are rapidly changing. Interregional passenger and freight transport growth is a result of increased trade and contacts and both reflects and supports economic and social development. However, as integration increases, the challenges of growth are also apparent as the strain on natural resources and urban environments increases. Interregional development issues are thus of major concern to the local and regional administrations in the SBSa.

### Port regions are important marketplaces

Locally based transport infrastructure and services also represents interesting marketplaces and business potentials. The SBSa could ideally promote itself as a one-stop-shop entrance, which is available through the network of the local ports. The South Baltic Sea ports would thus act as interfaces in two dimensions: (1) between land and sea-based modes of transport, and (2) between demand and supply actors in unitised cargo handling business.

### Far from main centres

Klaipeda, Kaliningrad, Pomerania, West Pomerania, Warmia-Masuria, Mecklenburg-Vorpommern, Schleswig-Holstein, Storstrøm, Skåne, Blekinge and Kalmar regions are all peripheral, not only in relation to the main European market but also to their national centres respectively. However, together, they and other regions around the South Baltic Sea can reap the benefits of economic and social integration - if they are also prepared to meet its challenges together.

### Harmonised perspectives

Regional leaders cannot however act alone. Management of spatial development at local and regional levels occurs within the framework of national and European policies, administrative structures and funding resources. When developing cross-border and intermodal transport systems in the SBSa, it is necessary to consider policies and investment plans in several countries and on European level. The regions now have a better common understanding of the complex situation represented in the SBSa and defined a joint framework for future efforts during the coming years.

#### **A regional initiative is motivated**

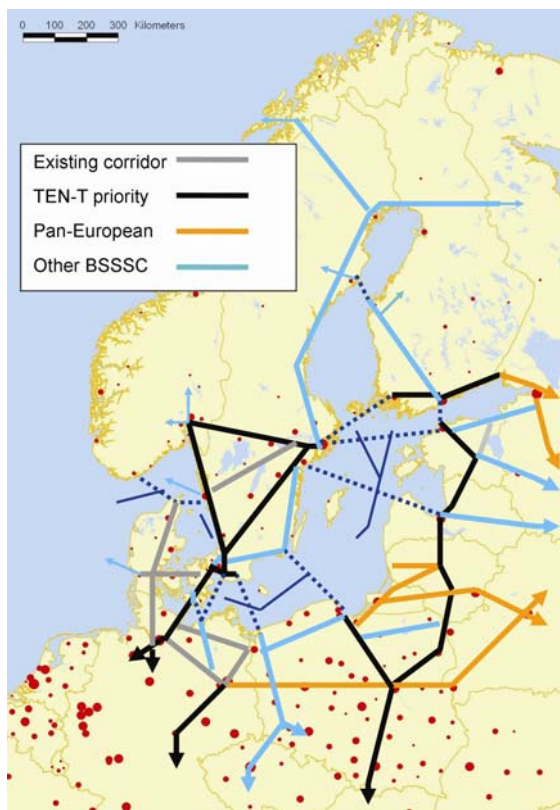
The regions in the SBSa have concluded that there is a need for complementing investments to link up the maritime-related intermodal transport services to main Trans European Networks for Transport, including those reaching out into neighboring regions. Thus, efforts were made to define and evaluate a set of highly prioritised infrastructure investments as well as investments in ports, intermodal transport serviced, information technology and capacity building. The result is presented below.

However, this is not enough. The regions have committed themselves to continue their cooperation in pushing these investments towards realisation. A follow up project will focus on feasible frameworks for managing the implementation. EU frameworks programs like the TEN/Motorways of the Sea will be highlighted, and key issues related to public private partnerships explored.

# POINTS OF DEPARTURE FOR THE QUICK START PROGRAMME

Joint studies and analysis among the Baltic Gateway partners, and dialogue with experts, officials and political representatives on regional, national and European levels as well as in private sector and among scholars has led to the brave initiative of launching a unique inter-regional transport investment programme – the Baltic Gateway Quick Start Programme. The objective is to contribute to releasing growth potentials, while simultaneously counteracting unwanted economic, social, cultural and environmental drawbacks of heavy cargo transport in well-populated areas, which are characterised by rapid structural change and fragile natural and urban qualities.

## Point 1: Connecting Trans European Transport links and nodes



**Picture 10:** Important transport corridors (road and railway) in the Baltic Sea Area. Source: BSSSC.

### Complementing the TEN-T priorities

The Baltic Gateway Quick Start Programme includes several components. The aim is to identify measures, complementary to already planned national and European actions, which are necessary to

- ensure accessibility, functionality and standard in the Trans European Network for Transport by the year 2015, including

feasible connections between TEN A-ports handling unitised cargo and their hinterlands,

- facilitate the use of maritime related inter-modal cargo and passenger transport,
- promote trans-national integration and commercial viability with the help of improved systems for communication,
- contribute to social cohesion and sustainable growth in the South Baltic Sea area.



**Picture 11:** Corridors studied in various Interreg IIC projects. Source: Matros Final report A Common Strategic Framework, Maritime Transport in the Baltic Sea Region from a spatial development perspective.

## Combination of hard and soft infrastructures

The ambition is to add missing links, reduce friction and bottlenecks and to facilitate smooth communication and interactivity among the actors involved in intermodal transport chains. Thus, the measures included in the Baltic Gateway Quick Start Programme, (QSP) include investments in rail, road and terminal constructions as well as improved service efficiency with the help of new information systems, improved knowledge and better connectivity among the various actors involved. These actions are considered necessary as complements to already planned investments and improvements of the TEN-T in accordance with the EU decision on Priority Projects and the proposed extensions to integrate the External Dimension.

## Point 2: Facilitating intermodal transport

### Motives for promoting intermodal transport

Short sea shipping services fully integrated into the European transport network is a cost-efficient way of enhancing capacity and reducing unwanted safety and environmental risks from heavy cargo transport over long distances. Maritime transport is much more energy efficient than other means of transport, and that its impact in terms of atmospheric emissions is significantly less by tonne/kilometre travelled. The energy consumption of roll-on/roll-off ships and their resulting emissions are much lower than the dozens of heavy goods vehicles they carry. However, in most cases truck transport is more attractive to the market actors.

### Connectivity and capacity

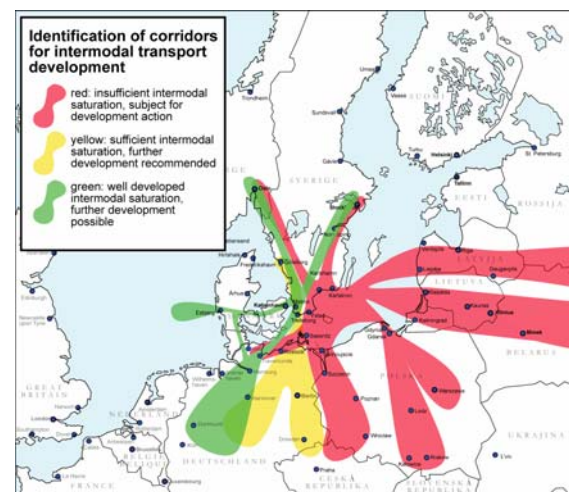
Infrastructure for intermodal transport in the western part of the Baltic Gateway area is developing to match an increasing demand in a more or less natural interaction between supply and demand. Intermodal services in the eastern parts of the area are less developed and the market forces are still weak. In spite of rapidly developing freight volumes, there is also a lack of intermodal transport options in the eastern parts of the South Baltic Sea area. The western corridors are fairly well supplied in comparison, though there still is a substantial potential

Without the proposed QSP measures, there would still be missing links and bottlenecks hampering smooth and sustainable services in the common network for communications, at the time when prioritised services, including the Galileo program, the Nordic Triangle, the Fehmarn Belt Fixed Link, the Via Baltica and the railway axes from Berlin and Gdansk to the south, open for service.

### Providing Inter-regional connections

The QSP also aims at contributing to the securing of feasible intermodal transport services in maritime-related trans-national transport corridors, which are identified by regional partnerships. These include the corridors identified by BSSSC, and other cooperation efforts including the Matros, SEBTrans Link, String, CETC, Baltic+ and the South Baltic Arc.

to be exploited. However, the more advanced markets for these corridors are better equipped to develop on their own than in the east where facilitating and promoting measures are required.



**Picture 12:** Intermodal corridors assessed in the Baltic Gateway, Please note that the map does not show all corridors, e.g. Finland –Germany

The intermodal terminals in the area are all connected to the main rail networks, but there is an urgent need for upgrading due to the rapidly increasing demand for rail capacity, especially in the new Member States. The intermodal rail service will not be a major driver for

more capacity, but intermodal transport will suffer considerably from disturbances and delays caused by other trains.

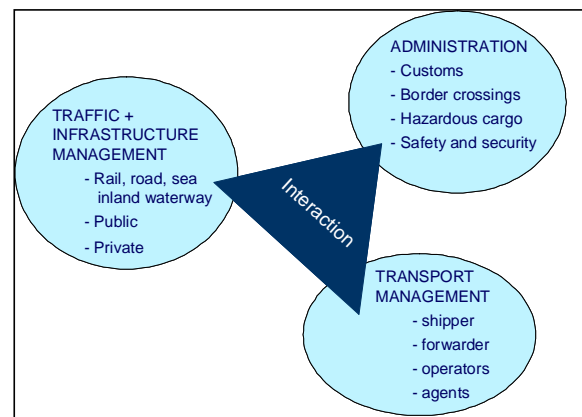


**Picture 13:** Container Terminal Altenwerder, Port of Hamburg

Past efforts to strengthen the supply side of intermodal transport have focused on promoting and eventually subsidising investments in terminals and railway links. However, the infrastructure improvements have so far not triggered a big leap forward for intermodal transport. Dedicated information, promotion and marketing activities are needed to make decision makers aware of the benefits of intermodal transport in general and of specific transport options in particular. Transport decision makers also need advice and training based on detailed knowledge of connections and ser-

vices and the constraints regarding shippers' transport requirements.

Information is a vital part of any logistic solution and a rapid development of advanced *internal* IT management systems is taking place. However, information exchange *between* organisations is still complicated due to lack of "standardised" solutions mainly for the organisational and commercial domain, which hamper the technical and the practical realisation. To advance inter-organisational communication there is a need to agree on some basic "rules of the game" or "a language" which could be summarised under the notion of "soft infrastructure".



**Picture 14:** Domains governing logistics solutions

### Point 3: Ports in focus

Many of the ports on the South Baltic Sea are already important intermodal nodes and others have the potential to become such points. They constitute a dense network of intermodal terminals in the Baltic Gateway area although their significance from a European perspective varies. The extension of the network is presently sufficient, but several nodes need more capacity and better service standard.

The ports in the Baltic Gateway together with their customers and their customers' customer can also play an important role for promoting access and sharing of information as a vital part of the logistic solutions, in order to improve their own competitiveness and increase the attraction of intermodal transport. The ports are well placed to bridge the gap between

the public and the different commercial domains.

The development of ports as logistical nodes will have a substantial impact on local and regional growth:

*"The choice of a port or of a region of ports to become a "motorway of the sea, port" will have significant economic repercussions for the region concerned: the development of the landside logistical areas, the increased use of regional transport companies, the development of employment and improved quality of the employees' life in a sector that is facing difficulties today"* **Jacques Barrot**, Vice-President of the European Commission, Commissioner for Transport

## **Point 4: Hinterland connections**

### **Hinterland connections**

The standard in the rail and road links connecting the ports to their hinterlands varies substantially within the SBSa. Services of good standard exist in many part of the transport network. Major investments were already made in parts of the network and some new services will open within short. In addition, several improvements or new services are included among the European TEN Priority projects, or the national investment plans, which are to be realised during the period up to 2015, as shown in the table below. However, without additional efforts, there will still be many bottlenecks, missing links and services of poor standard remaining along the railways and

roads, which connect the ports to the high capacity parts of the Trans-European Transport Network according to the current plans.

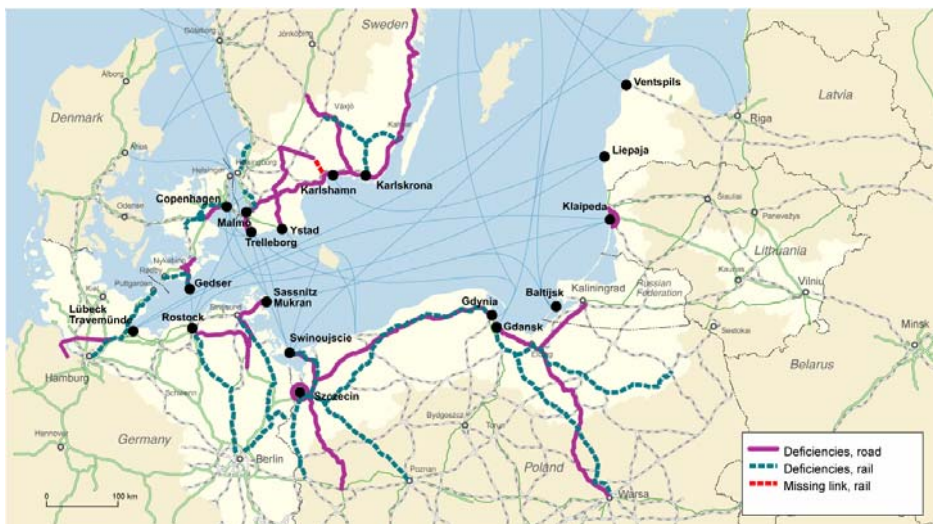
### **A comprehensive system of transport measures**

The Baltic Gateway Quick Start Programme aims at providing for a comprehensive supply of intermodal transport services by the year 2015. The maps on the following page provide an overview of the physical network concerned, main shortcomings and investments to be expected according to current plans.

## The network of European ports and hinterland connections needs to be improved



*Picture 15: The map shows the Trans European Network including roads and rail links, and ports (category A), which provide for maritime related transport services in the SBSa today.*



*Picture 16: Overview of main shortcomings in the port hinterland connections within the SBSa today.*



*Picture 17: The map shows road and rail links, which are expected to be improved or constructed before 2015 according to European and national investment plans*



## Point 5: An inter-regional agenda

### Bridging service gaps and barriers

The overall conclusions from lessons learned in the Baltic Gateway project, and from other interregional cooperation processes in the SBSa, prove that there is a need for joint inter-regional action to speed up and influence the development process by launching an inter-regional investment programme, tailor-made for the SBSa. This regional initiative intends to complement national and European strategies, plans and programs, by initiating a programme to provide for the last crucial services, which are necessary to make this complex maritime related intermodal transport system efficient and competitive enough.

### Joint priority process

According to a joint political agreement in Malmö, April 2005, the projects to be included in the Baltic Gateway must be of

- trans-national relevance
- and also contribute to
- sustainable development in the South Baltic Sea area,

- socio-economic cohesion and trans-national cooperation,
- improve accessibility,
- improve inter-operability in between transport modes,
- strengthen the competitiveness of intermodal transport and provide a framework for improved logistic solutions intermodal transport and logistics solutions.

Joint studies and discussions resulted in regional proposals for candidate projects, which were evaluated according to the criteria above. Finally, a joint priority process resulted in the list of projects included in the Baltic Gateway Quick Start Programme.

### Heading for a joint implementation framework

The further realisation of several projects included in the Baltic Gateway Quick Start Programme will be prepared for within a two years follow up project, Baltic Gateway PLUS which is co-financed by the Interreg IIIB program.



**Picture 18:** Regional political leaders met at a Baltic Gateway conference in Malmö April 2004 to sign a first joint political statement on transport co-operation in the South Baltic Sea area.

# BALTIC GATEWAY QUICK START PROGRAMME

## Group A: Already prioritised projects assumed to be implemented by 2015.

<b>TEN-T Priority projects and axis</b>	
A	Fehmarn Belt railway axis including - capacity improvement and electrification of rail link Hamburg – Lübeck – Travemünde – Puttgarden - capacity improvement and electrification of rail link Rødby – Copenhagen - capacity improvement for road network round Copenhagen - motorway project Oldenburg – Heiligenhafen on the Puttgarden – Hamburg link (A1) and - Køge Bugt Motorway - København Ringsted railway
B	The Nordic Triangle railway/road axis including - the southern and western trunk railway - the roads E4, E6 north of the Øresund fixed link
C	Construction of Motorway A1: Gdansk – Lodz – Katowice - Brno/Bratislava-Vienna
D	Railway axis Gdansk-Warsaw- Katowice - Brno/Bratislava-Vienna
E	Rail Baltica axis Warsaw-Kaunas-Riga-Tallinn-Helsinki
<b>Other National Priority Projects</b>	
F	A20 from Lübeck (A1) to Itzehoe (A23) – Elbe Crossing – Lower Saxony
G	A21 from Kiel to Schwarzenbeck (A24)
H	Improvement of the railway Trelleborg – Malmö
I	Motorway extension Vellinge – Trelleborg
J	New construction of the Crossroad Markaryd – Osby – Olofström – Karlshamn
K	Upgrading of road 23, Höör east and Ekeröd - Sandåkra
L	Electrification of the Coastal Railway Kristianstad – Karlskrona
M	Improvement of the Coast to Coast railway (Kalmar/Karlskrona – Emmaboda – Alvesta)
N	Improvement of the goods track in Skåne (Malmö – Arlöv – Kävlinge – Teckomatorp – Åstorp – Ängelholm)
O	Improvement of the railway Lübeck – Wismar – Rostock – Stralsund
P	Improvement of the railway Rostock – Berlin
R	Reconstruction of B96 from Stralsund to Bergen including the crossing of Stralsund
S	Construction of the motorway A14 from Schwerin to Magdeburg
T	Berlin – Schwedt – Szczecin inland waterway
U	Schwedt bypass
V	Extension and deepening of the Kiel canal
W	Improvement of the Elblag – Kaliningrad road
X	Improvement of the Elbe – Trave Canal
Y	Construction of expressway S7 (E77): Gdansk – Elblag – Warsaw
Z	Construction of expressway S3 (E65): Szczecin – Gorzów –Legnica
Ä	Rail connections to Wismar

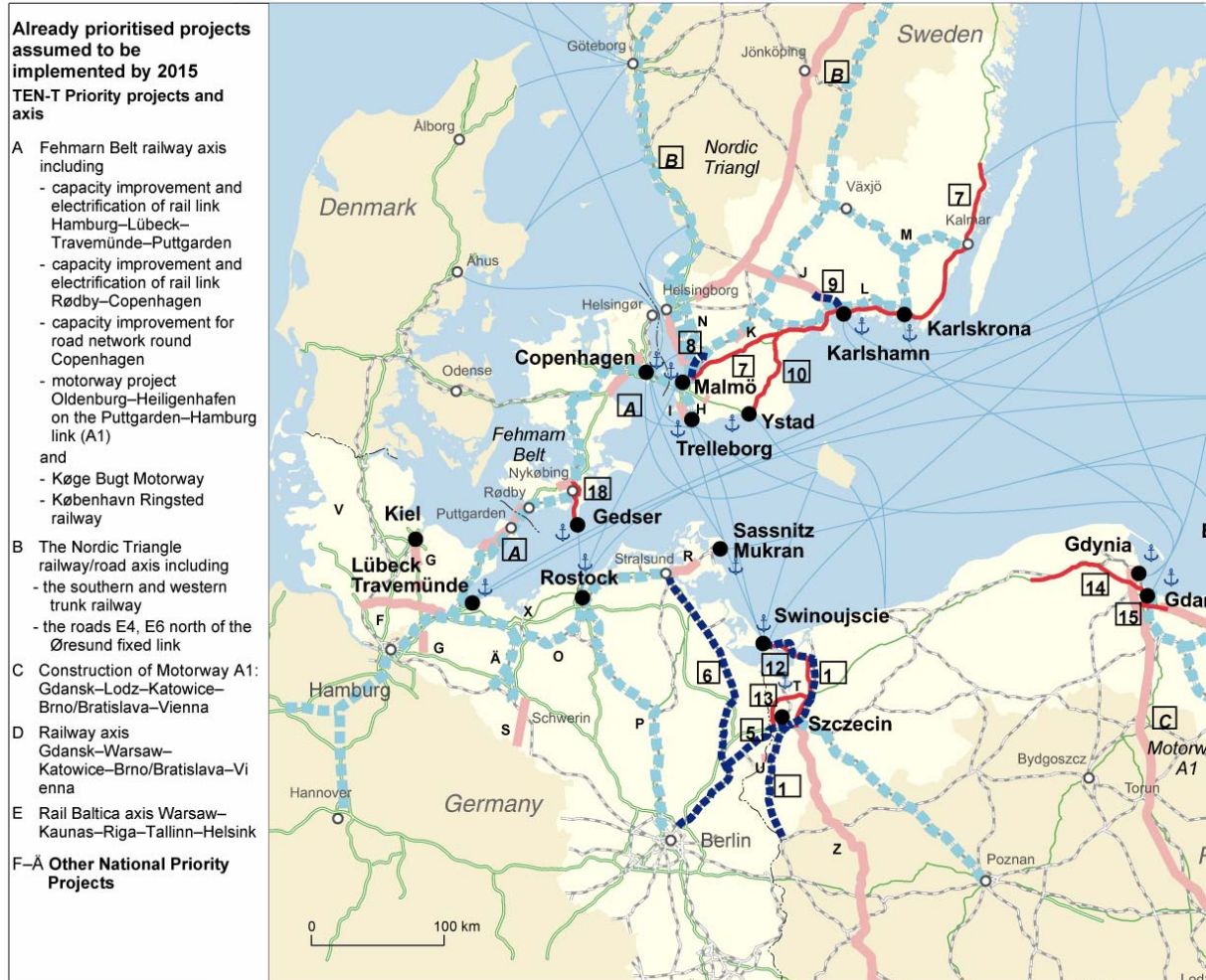
Table: Projects implemented before 2015 according to current European and national plans.

## Group B: Complementary projects of importance to the South Baltic Sea area

<b>Capacity building projects</b>	
1	Development of Intermodal Promotion Centers (IPCs) in the South Baltic Sea area Total investment: 15 MEUR in total during a 5 year period
2	Promotion of interoperable IT-solutions through port co-operation Total investment: 15 MEUR in total during a 5 year period
3	Development and implementation of an educational programme in transport and logistics Total investment: 5 MEUR in total during a 5 years period
<b>Improvements of intermodal hubs</b>	
4	Promote the following TEN-A ports as intermodal hubs, through development of infrastructure and services jointly by private and public stakeholders: Gedser, Kiel, Lübeck/Travemünde, Rostock, Sassnitz/Neu Mukran, Szczecin/Swinoujscie, Gdansk and Gdynia, Kaliningrad/Baltiysk, Klaipeda, Liepaja, Ventspils, Copenhagen-Malmö, Trelleborg, Ystad, Karlshamn, Karlskrona Total investment need indicated by the ports: 600-700 MEUR
<b>Hinterland connections, Total investment need: Min 3230 MEUR, Time frame: To the year 2015</b>	
5	Angermünde – Szczecin, railway upgrading Total investment: 200 MEUR
6	Berlin – Stralsund via Angermünde, railway upgrading Total investment: 800 MEUR
7	E22, Malmö – Oskarshamn, road upgrading Total investment: 370 MEUR
8	Lund bypass, new railway Total investment: 220 MEUR
9	Olofström – Karlshamn, new railway Total investment: 80 MEUR
10	National road No 19, Ystad –Kristianstad, road upgrading Total investment: 10 MEUR
11	Swinoujscie – Kostrzyn, railway upgrading Total investment: 215 MEUR
12	S3 (E65) Swinoujscie - Szczecin new road and partly road upgrading Total investment: 200 MEUR
13	S6 (E28) Szczecin, Northern bypass, new road Total investment: 350 MEUR
14	S6 (E28) Gdansk – Leborg - Słupsk, new road and partly road upgrading Total investment: 250 MEUR
15	S7 (E77) Gdansk Southern bypass and main access to Gdansk Port (Sucharski route), new road Total investment: 300 MEUR
16	S16 Ostroda – Olsztyn, road upgrading including Olsztyn bypass. Total investment: 250 MEUR
17	Lithuania Corridor IXB Road and railway upgrading Total investment: 50 MEUR
18	Nykøbing Ring Road, Højmølle – Gedser, new construction and upgrading of road Total investment: 87 MEUR

## Projects in the Baltic Gateway Quick Start Programme

### Group A projects:



**Picture 19:** The map shows projects already prioritised within European and National plans in light colours (Group A-projects). It is of crucial importance that these projects are implemented. However, also complementary projects are needed (Group B-projects). The Baltic Gateway Quick Start Programme includes both the already prioritised projects and the most important complements to already prioritised projects of relevance for intermodal transport services in the South Baltic Sea area. These projects are marked in the map with strong colours and are described more in detail on the following pages.

The Baltic Gateway Quick Start Programme recognises that an efficient and sustainable transport system in the South Baltic Sea area, which aims at providing services fully integrated into the European Transport Network by offering high frequency and high quality transport links in order to unblock motorways on the major road corridors and to support economic and social cohesion in Europe, requires the following main measures:

- Capacity building in transport and logistics
- Improvements of intermodal hubs
- Investments in hinterland connections

**Group B projects:**



**Complementary projects of importance to the South Baltic Sea area**

**Capacity building projects**

- 1 Development of intermodal Promotion Centers (IPC) in the South Baltic Sea area
- 2 Promotion of interoperable IT-solutions through port co-operation
- 3 Development and implementation of an educational programme in transport and logistics

**Improvements of intermodal hubs**

- 4 Promote the following TEN-A ports as intermodal hubs, through development of infrastructure and services jointly by private and public stakeholders: *Gedser, Kiel, Lübeck/Travemünde, Rostock, Sassnitz/Neu Mukran, Szczecin/Swinoujście, Gdansk, Gdynia, Kaliningrad/Baltijsk, Klaipeda, Liepaja, Ventspils, Copenhagen-Malmö, Trelleborg, Ystad, Karlshamn, Karlskrona*

**Hinterland connections**

- 5 Angermünde–Szczecin, railway upgrading
- 6 Berlin–Stralsund via Angermünde, railway upgrading
- 7 E22, Malmö–Oskarshamn, road upgrading
- 8 Lund bypass, new railway
- 9 Olofström–Karlshamn, new railway
- 10 National road No 19, Ystad–Kristianstad, road upgrading
- 11 Swinoujście–Kostrzyn, railway upgrading
- 12 S3 (E65) Swinoujście–Szczecin, new road and partly road upgrading
- 13 S6 (E28) Szczecin, Northern bypass, new road
- 14 S6 (E28) Gdansk–Lebork–Slupsk, new road and partly road upgrading
- 15 S7 (E77) Gdansk Southern bypass and main access to Gdansk Port (Sucharski route), new road
- 16 Ostroda–Olsztyn, road upgrading including Olsztyn bypass, new road
- 17 Lithuania Corridor IXB, road and railway upgrading

## Capacity building projects

Promoting intermodal transport includes a strong component of learning. Capacity building measures in the Baltic Gateway Quick Start Programme support intermodal transport by developing Intermodal Promotion Centres concept (IPCs), promoting joint IT solutions for information exchange and improving access to education within the SBSa.



*Picture 20: Container Terminal Lübeck transfers sea feeder containers between the Baltic and the HHLA terminal in Hamburg via a rail shuttle. Oversea containers to /from the Baltic do not have to take the long sea route via Skagen or pass through the Kiel Canal.*

### **Project No 1 Development of Intermodal Promotion Centres in the SBSa**

*Total investment: 15 MEUR in total during 5-year period.*

Intermodal Promotion Centres may be established to support the learning process. A network of regional Baltic Gateway IPCs could be established in the various regions, in cooperation with the national Short Sea Promotion Centres (SSPC), with the aim of addressing the key market actors and involving them in the process by demonstrating benefits as well as support, and by moderating the process of bridging the gap between supply and demand.

IPCs could provide two types of services:

- Core institutional services, to be offered to all stakeholders on a non-discriminatory basis (a primary objective)
- Revenue-generating services, notably training, intermodal advice, and research activities offered to individual actors or groups of actors (a secondary objective and much dependent on the institutional framework chosen for the IPC).

The regional IPCs may be developed in cooperation with the national SSPCs:

- Skåne-Blekinge  
Regional Transport Council in Skåne Blekinge is given the role of a regional IPC in cooperation with the Swedish SSPC.
- Schleswig-Holstein and Mecklenburg-Vorpommern  
The German SSPC establishes a “German Baltic IPC” in cooperation with other institutions and stakeholders in the two Länder (e.g. EURIFT intermodal database in Hamburg).
- West Pomerania and Pomerania  
Due to the Polish geography it is probably necessary to establish a Western and an Eastern IPC in Poland with the support of the Polish SSPC.
- Lithuania  
The Lithuanian SSPC is located in Klaipeda and should provide a good basis for the IPC in this part of the Baltic Gateway area.

It is proposed that each regional IPC should set up a smaller secretariat with resources to offer services to all stakeholders. The budget per IPC is estimated to 400.000 EUR annually. The sum is much depending on the level of activity, but in total the IPC organisations will require a budget of 2-4 MEUR a year.

**Project No 2 Promotion of interoperable IT-solutions through port co-operation**

*Total investment: 15 MEUR in total during a 5-year period*

The objective with this project is to develop the ports as nodes in the information chain and thereby improve the complete information flow between all stakeholders involved. Port cooperation in the Baltic Gateway area should also involve related 6th Framework R&D and INTERREG-projects and focus on:

- Simplified vessel reporting routines
- Internal communication within the port cluster including mandatory reporting
- Uniform access to hinterland road and rail information
- Maritime transport safety issues

Capacity building should focus on supporting strategies that promote an efficient information exchange within and between the following stakeholder groups:

- the authorities e.g. maritime administrations, coast guards, customs
- the shipping lines, the terminals, the rail transport providers and other organisations providing intermodal services.

The activities should involve partners from all three domains defined in picture 14. Workshops will bring developers together with practitioners and promote a common view on business processes and reporting procedures, which facilitate interoperable and more cost efficient technical solutions.

The budget is much dependent on the level of activity. However, in order to make an impact on the commercial partners, administrations and standardisation bodies it is necessary to take a long term view on the activities. It is also essential to further develop safety management systems in order to ensure improved safety and environment in the Baltic Sea region.

An "IT-master" should drive and coordinate the work based on a five-year plan with active involvement from the intermodal business clusters in and around the ports as well as other stakeholders related to maritime transport issues. Resources should be available to carry

out a number of concrete development projects, which support an efficient information exchange in the intermodal chain and maritime transports as a whole. Such projects could typically be:

1. "One stop shopping" routines for vessel reporting. The present requirements of different authorities in combination with communication for berthing, ETA and EDT and port services are complicated and time consuming - in different ways in different countries, even within the EU. Cooperation between ports and shipping lines will contribute to a common Baltic approach to be applied by maritime and port authorities and commercial stakeholders.

2. Build information support for intermodal supply chains across the Baltic. Support the creation of a "soft infrastructure" which helps to build efficient information systems linking partners providing services in the TEN-T corridors. Note that such investments are also eligible for TEN-T funding.

3. Develop the interaction within the port cluster to support regional development. Create forum for cooperation, agree on processes to simplify interaction and develop IT support to reduce the information gaps in the port community - measures that all serve to improve the efficiency of the port environment.

4. Further development of IT- support system to enhance improved maritime safety routines in the Baltic and management of hazardous goods.

Assuming 5-6 projects to be carried out over a period of five years involving a secretariat and engaging the intermodal business clusters in SBSa, the budget required is estimated to 15 MEUR.



*Picture 21: Variable speed limits were tested along road E22 in the Baltic Gateway-project.*

**Project No 3: Development and implementation of educational programme in transport and logistics**

*Total investment: 5 MEUR in total during a 5-year period*

An intermodal education programme with focus on management skills could be provided by the Baltic Sea Virtual Campus<sup>1</sup> (BSVC). The network established sustainable structures for provision of online education programmes. The challenge is to supply the Baltic Sea countries with academic online education responding to the growing importance of lifelong learning. For this purpose, the BSVC implemented a trans-national institutional and legal framework, a technical platform and a marketing strategy for a broadly based delivery and distribution of online courses. An adequate sustainable business model was developed and binding legal agreements were agreed. On this basis, the online Masters programmes “Trans-regional Management” and “Industrial Engineering” were jointly developed and implemented.

The intermodal education programme may be developed and run within the BSVC platform with the support from commercial and public stakeholders in the South Baltic Sea area. The activities could also involve other organisations and project results including R&D projects supported by the 6<sup>th</sup> Framework Programme and Interreg-projects. The experiences gathered could be used to develop MA courses for students and training courses for managers in addition to the practical results of promoting networking and a convergence of technical solutions.

The budget is difficult to estimate at this stage. Much depends on the resources, which can be provided by the universities as part of their current budgets. The demand for resources will also be highest during the course development.

In expectation of more precise information, the budget for the intermodal education programme is estimated to 5 MEUR for a five year period.



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<sup>1</sup> Lund University, Kristianstad University, Kaliningrad State University, Gdansk University, West Pomeranian Business School, Vilnius University, Klaipeda University, Riga Technical University University of Vaasa, Tietgen Business College in Denmark, Hamburg University of Applied Sciences, Kiel University of Applied Sciences, Lübeck University of Applied Sciences (Lead partner). Also other partners including Volkswagen AG, Teknopol AB, Chambers of Commerce and trade unions are involved.



## Project proposals in intermodal hubs

**Project No 4: Promote the following TEN-A ports as intermodal hubs through development of infrastructure and services jointly by private and public stakeholders:**

*Gedser, Kiel, Lübeck/Travemünde, Rostock, Sassnitz/Neu Mukran, Szczecin/Swinoujście, Gdansk, Gdynia, Kaliningrad/Baltiysk, Klaipėda, Liepāja, Ventspils, Copenhagen-Malmö, Trelleborg, Ystad, Karlshamn, Karlskrona*

*Total investment need indicated by the ports: 600-700 MEUR,*

The major ports in the Baltic Gateway region are the natural gateways for any transport solution in the area. The following ports are all TEN A-ports although only some of them are nodes in the TEN-T network. The intention is

to develop all of them into intermodal hubs, which are integrated in the TEN-T.

Though all ports are connected to national rail networks today, several of them need improvements of both road and rail connections. However many port projects, which are essential for the port to fulfil its intermodal role, i.e. the terminal for transfer of load units to/from rail wagons and the supporting rail links and marshalling facilities, are today not included in the National Investments Plans. The table below, to be further investigated by Baltic Gateway PLUS and other forums, shows the present situation and investments needs according to the ports. Implementation of many actions will involve both public and private actors.

Present situation in ports	Planned investments in ports to be financed by public and private sources	Investment estimate
<b>Malmö-Copenhagen</b>	Present combined terminal to be extended	No info
	Development of joint CMP-CargoNet terminal for combined traffic with good rail and road access via Spillepengen intersection	No info
<b>Trelleborg</b>	Rail link to the new ferry berths	5 MEUR
	New terminal for combined traffic, new ferry berths and a logistic centre under construction	10 MEUR
<b>Ystad</b> Ongoing improvements in present port area	New terminal for combined traffic	14 MEUR
	New road link to the port bypassing centre of town	No info
<b>Karlshamn</b> New rail access (triangle track) under construction	New terminal for combined traffic	10 MEUR
	New marshalling yard	10 MEUR
<b>Karlskrona</b> Rail access is being improved as Blekinge Kustbana is being electrified	Additional ferry berth and marshalling yard	10 MEUR
	New rail link Verkö	3 MEUR
	Noise protection	1 MEUR
	New rail/road intersection	13 MEUR

<b>Klaipeda</b> Ongoing improvements of present port area	Improvements in Klaipeda port South part (Malky Buy) and studies for the development of the port	10 MEUR
	Improvement of road link port – motorway Klaipeda Vilnius	15 MEUR
	Intermodal terminal	25 MEUR
	Railway bypass around Klaipeda city and preparation for the deep sea port development including new marshalling station	50 MEUR
<b>Kaliningrad/Baltijsk</b>	No info	
<b>Ventspils</b>	No info	
<b>Liepaja</b>	No info	
<b>Gdynia – Gdansk</b>	New Ferry terminal, modernisation of rail and road connections in Gdynia port	60 MEUR
	New Ferry terminal, modernisation of rail and road infrastructure in Gdansk port	40 MEUR
	Pomerania Logistics Centre	100 MEUR
	Tristar Traffic management system for the Tricity (also improving HGV and port related traffic situation)	40 MEUR
<b>Swinoujscie/Szczecin</b>	Intermodal terminal in Swinoujscie and a new berth for big ferries.	59 MEUR
	General port development Swinoujscie/Szczecin	
<b>Saßnitz/ Mukran</b> Improvement of marshalling yards available for Russian and European track widths.	No info	
<b>Rostock</b>  Ongoing improvements of the intermodal work area with additional tracks, new cranes and a new terminal gate.	Relocation of train station Rostock Ferry Terminal	6 MEUR
	Construction double ramp for Trelleborg lines	11 MEUR
	Relocation of Gate complex	16,5 MEUR
	Enlargement of Rostock Ferry and intermodal traffic terminal	13 MEUR
	Advanced logistics concept including an innovative ship and terminal design for the Rostock-Gedser link beyond 2011	0,5 MEUR for the first phase
	Common data processing system for RoRo and ferry traffic for improved service quality on the axis central Europe-Rostock-Scandinavia/Russia/Baltic States.	1 MEUR
	Linking of local traffic control systems to port@net (FIN) for improved service quality on the axis Rostock-Finland and a first step towards a Baltic VTMS.	1 MEUR
<b>Lübeck/Travemünde</b> Presently a major extension is taking place in Travemünde. A new combined terminal “Baltic Rail Gate” is catering for the increasing intermodal demand.	Improvement of cross docking centre	3 MEUR
<b>Kiel</b> Intermodal services via Lübeck and Hamburg	Improvement of rail access and marshalling possibilities for the port	No info

## Infrastructure investments in ports and hinterland connections



**Picture 22:** Comprehensive overview of ports and trans-national maritime-related corridors in the South Baltic Sea area. Please note that this map does not give an overall picture of all maritime related corridors. There are also other corridors and ports serving other markets including connections to Finland, northern Sweden, St Petersburg, and the North Sea Region.

### TEN-A ports in the South Baltic Sea area

- Gedser
- Copenhagen-Malmö Port
- Trelleborg
- Ystad
- Karlshamn
- Karlskrona
- Kiel
- Lübeck/Travemünde
- Rostock
- Sassnitz/Neu Mukran
- Szczecin, Swinoujscie
- Gdansk, Gdynia
- Klaipeda
- Liepaja
- Kaliningrad/Baltijsk

### Trans-national maritime-related corridors in the South Baltic Sea area

- String, Hamburg – Öresund Region
- Trelleborg – Travemünde/Rostock
- Germany – Lithuania/Latvia maritime corridor
- Copenhagen-Berlin
- Central European Transport Corridor
- Baltic Link
- East-West Corridor
- Via Hanseatica

Corridors with stable flows of unitised cargo and/or a big potential for growth in the South Baltic Sea area are included. The corridors are of trans-national character. Some corridors mentioned above have been studied in other Interreg-projects. Each of the projects proposed are described more in detail below from a corridor perspective point of view. However, for practical reasons, each project is only described once. Focus is on the complementary project.

## The String Corridor



**Picture 23:** The String Corridor with ports and infrastructure projects

This corridor includes the EU priority axis Fehmarn belt railway axis, which is an extension of the Öresund crossing and the Nordic Triangle road and rail links. It is a key component in the main north-south route connecting central Europe and the Nordic countries. It involves the construction of either a bridge or a tunnel to form a fixed road and rail link spanning the 19 km wide Fehmarn Strait between Germany and Denmark. It will substitute for the ferry link between Rödby and Puttgarden. Completion of this link will also require improvements to domestic road and rail links in both Denmark and Germany.

The Fehmarn Belt Fixed Link with the related motorway and railway links and the Nordic Triangle comprising development of the E6 and E4 motorways in Sweden and the southern trunk railway line in Sweden are TEN priority projects, which are expected to be finished before 2014. Increased capacity for rail cargo transport across the Öresund via a new connection Helsingborg – Helsingør will be required in the future to avoid saturation on the Öresund fixed link, and to allow for realisation of political ambitions aiming at modal shift in cargo transport, in a situation where the demand for public transport increases.

Several big ports are connected to the String Corridor including Copenhagen Malmö Port

(CMP) and the ports in Helsingborg, Helsingør, Gothenburg and Oslo. CMP plans for the development of a trimodal centre (Lolo/Container, ferry, combined) and an extension of the neighbouring combined terminal (CargoNet). Present combined terminals are to be extended. A joint CMP-CargoNet terminal for combined traffic with good rail and road access (Spillepengen) will be developed.



**Picture 24:** Lund Rail bypass

### Project No 8: Lund railway bypass

*New investment,*

*Total cost 220 million EUR*

Capacity problems on the southern main railway include problems on the link between Lund and Malmö. This will cause problems in developing the intermodal transport flows both in direction Öresund and in direction Trelleborg. Investment Lund rail bypass and with direct connection to the ring track around Malmö is required to maintain the competitiveness of the rail mode. Since CMP, Trelleborg and Ystad ports are developing their intermodal rail transport services, there is also a need for sufficient capacity in connecting hinterland railway links. Together with the opening of the tunnel through Hallandsås, capacity for rail transport through Skåne will be maintained. Also the ring track around Malmö (Kontinentalbanan) is heavy loaded today, but with the opening of the City tunnel in 2010 most passenger trains will be redirected to the new line through Malmö city center.

## Germany – Sweden corridor



**Picture 25:** The link Germany-Sweden

The direct maritime links Sweden-Germany are competing with the routes through Denmark. A competition that becomes tougher in the future when the fixed link in Fehmarn Belt is opened. However, forecasts show that there still will be a substantial market for the ferries across the Baltic.

Trelleborg is the dominating port on the Swedish side with 34 daily departures to Travemünde, Rostock and Saßnitz. Malmö port has four daily departures to Travemünde. The dominating ferry and ro-ro port on the German side is Lübeck-Travemünde with four roll-on roll-off terminals and a container terminal; the latter to serve the feeder traffic in the Baltic. Rostock has a history as a port for bulk and general cargo, but the ferry traffic is increasing rapidly. The shortest ferry crossing between Germany and Sweden is via Saßnitz/Mukran; a rail ferry link in operation since 1909. Since 1998, the ferry operates from Mukran, which has a direct road link to B 96, its own ferry railway station and a modern passenger terminal.

The traffic in the corridor is expected to continue to grow. The forecasts indicate a doubling of the handled units until 2015. All the ports are investing to meet the increasing de-

mand although the timetables are different. The corresponding development of the supporting public road and rail infrastructure is also on different levels.

Lübeck-Travemünde is well connected to the national road and rail systems. The rail connection Hamburg-Lübeck will be electrified 2006-2009. Recent and planned investments in the port are also substantial and enable the port to defend its position as one of the major hubs in the Baltic. The development is well ahead of most of the other ports and no major investments have therefore been included in the QSP apart from the logistics centre concept developed in Baltic Gateway.



**Picture 26:** The intermodal terminal in Skandinavienkai, which started to operate in 2003, handles 70.000 intermodal units annually. The capacity is estimated to twice this number.

Rostock is well provided with rail and road hinterland connections, especially now when the A20 is completed from Lübeck to Szczecin. The investment needs are focused on improvements in the port and on encouraging the development of intermodal services in cooperation with the port of Trelleborg.

The situation in Mukran is the opposite with a congested road network on Rügen in summer. The road access is presently being improved with a new three-lane bridge across the Strelasund to be finished in 2007. However, the rail will continue to use the old Rügendamm and suffer from the frequent bridge openings. An upgrade of the rail connection Stralsund-Pasewalk-Angermünde-Berlin is proposed for the QSP.



**Picture 27:** A computer animation of the new Strelasund Bridge with the present combined rail and road bridge on Rügendamm

Malmö is well connected to the national road and rail networks, but the rail capacity in the region needs urgent upgrading. In addition, the capacity of the intermodal terminal must be increased together with the connections to the surrounding rail and road networks.

The port of Trelleborg is also depending on an general improvement of the rail network capacity in the region and a rapid upgrade of the important E6 road connection Vellinge – Trelleborg to motorway standard. The development plans for Trelleborg as presented in VISION 2005 include additional ferry berths for increased capacity, a new intermodal terminal and a new logistics centre. The development is supported through TEN-T and the construction is underway. Supporting investments for an upgrade of the link to the national rail network is still outstanding and this investment is included in the QSP.



**Picture 28:** Trelleborg VISION 2005 includes (1) two new railway roro-berths, (2) a new intermodal terminal, (3) a new roro-berth, (4) extension of the check-in area roro terminal 1 (5) a new roro-terminal 2, (6) a new logistics centre

**Part of project No 4: New rail link to the ferry berths and an extended marshalling yard for full train handling in the port of Trelleborg**

Additional rail investments are needed in the port of Trelleborg to maximise the effects of the present investments, which will be completed in 2006. The new rail ferry berths have to be linked to the marshalling yard (investment 5 MEUR) and the yard itself should be extended to enable the handling of full trains (investment 10 MEUR). Presently it is not even clear if the investments will be included in the national rail infrastructure plans for 2011/12, which in any case is very late, when the ferry berths are operational already in 2006.

**Part of project No 4: Intermodal terminal development in the port of Malmö**

Development of joint CMP-CargoNet terminal for combined traffic with good rail and road access including an upgrade of the road traffic junction via Spillepengen intersection.

**Part of project No 4: Intermodal investments in the port of Rostock**

The intermodal investments are as far as possible coordinated with the investments in Trelleborg as the relocation of the train station for the ferry terminal and the construction of a double ramp for Trelleborg lines in combination with a relocation of the gate complex (43 MEUR). The enlargement of Rostock ferry and intermodal traffic terminal is estimated to cost 13 MEUR. Rostock also intends to invest in innovative logistics and vessel concepts for the Rostock - Gedser - link beyond 2011. Together with Finnish and other stakeholders, the intention is also to invest 3 MEUR in developing IT-systems for Ro-Ro and ferry traffic to improve service quality and maritime safety on the axis central Europe-Rostock-Scandinavia / Russia/Baltic states.

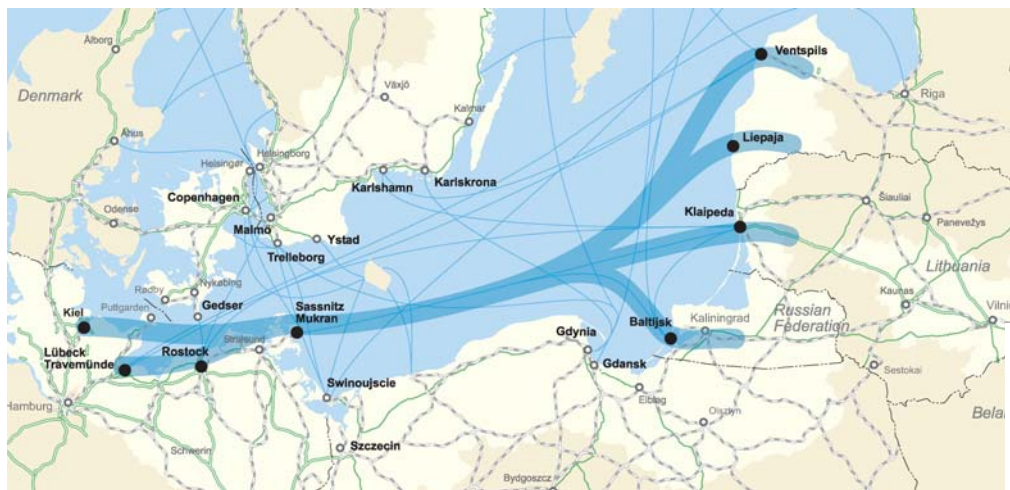
**Part of project No 4: Cross docking centre port of Lübeck – Travemünde**

The Centre is intended to make cooperation between the terminals in Lübeck-Travemünde more efficient and improve the load factor for transports using the port terminals. The Centre is expected to be especially favourable for transport SME's. The cost is estimated to 3 MEUR.

**Project No 6: Berlin – Stralsund railway**  
*Upgrading of existing line,*  
*Total cost 800 MEUR*

The railway from the port of Saßnitz joins the main German rail network in Stralsund. At this point, a good connection towards Rostock is under construction. The main line to Berlin is proposed for upgrading. The Federal Government, however, has not yet financed the project. However, it is expected that the project will be concluded about 2015.

**Germany – Lithuania/Latvia/Kaliningrad maritime corridor**



*Picture 29: maritime links from German to Baltic ports and to Kaliningrad.*

This maritime corridor provides contacts between the West European rail and road networks and the ports on the eastern shores of the Baltic with their hinterland connections to Russia and Belarus. The port of Saßnitz-Mukran, the most eastern German ferry port, offers the shortest routes to the Baltic States, but there are also competing services from other German ports (Kiel).

The link Klaipeda-Mukran dates back to 1986 when Mukran was developed with high capacity RoRo-facilities for road and rail, the latter equipped for handling rail wagons with Russian as well as European track width.

The crossing Klaipeda-Mukran takes 19 hours and is presently exclusively a cargo service for trucks, trailers and rail transport. However, the route is suffering from fierce competition with direct road and rail transport through Poland.

The competition becomes less intense on the more northern routes to Liepaja and Ventspils. However, these ports are primarily handling bulk and general cargo and are not presently focused on RoRo-services. Especially Ventspils has good links into Russia, which seems to attract new RoRo-services.

Much of the transport business between the Baltic states/Russia and Western Europe is controlled by road haulage companies in the Baltic states which are able to supply road transport, which is so cheap that it can compete with the RoRo-services in spite of the bad road conditions in Poland. The abolishment of the border controls, when the Baltic States and Poland became members of the European Union, has accentuated the maritime disadvantage apart from generating a general shift from rail to road on the land corridors.



**Picture 30:** A bird's view of the extensive port facilities in Mukran

However, the maritime disadvantage is gradually reduced for origin/destinations further

north. While the often very small Lithuanian transport companies favour the road corridor, through Poland Estonian companies tend to be more prone to use unaccompanied RoRo-units and the Latvian tendency is more to a mix of land a sea modes.

Driving bans, increasing cost for drivers and improved controls of driving times together with an increasing complexity of organising the transport flows are trends, which work in favour of more traffic on the maritime links. Nevertheless, at the same time the road network is being improved in the eastern parts of the union.

### Copenhagen-Berlin



**Picture 31:** Copenhagen Berlin corridor with ports

The Copenhagen Berlin Corridor includes the connections between Rostock in Germany and Gedser in Denmark, links from Gedser via Nykøbing to Copenhagen to the north, and links from Rostock via Schwerin to Berlin in the south. Copenhagen – Nykøbing will be upgraded as part of the Fehmarn Belt axis, and Rostock - Berlin will be upgraded as part of the German Federal Transport Infrastructure Plan. Work is already carried out to raise the speed to 160 km/h on the line Rostock - Berlin.

The corridor has a clearly defined catchments area with only limited overlaps with other routes; most relevant is traffic to/from Denmark (Sealand and southern archipelago), while southern Sweden is less important due to direct ferry links to Trelleborg. On the continental side, the catchments area concentrates on Mecklenburg-Vorpommern and eastern parts of the New Länder.

Already today, the ports in Rostock and Gedser attract a high share of road passengers and road freight.

**Part of project No 4: Improvement of ferry/RoRo terminal in Rostock**  
*Upgrading of existing terminal*

Relocation of the Gate complex in the port of Rostock will provide a necessary capacity enhancement and improve service level on the links between Rostock on one side and Scandinavia, Russia and the Baltic States on the other side. Enlargement of Rostock Ferry and Combined Traffic Terminal will increase the capacity for transfer of units from rail to ferries. This is an important aspect of the goods handling in the port of Rostock, and is used on most of the ferry lines to Scandinavia, Russia and the Baltic States. In this respect, Rostock is gaining increasing shares of the combined transport to the Baltic Gateway area. The port



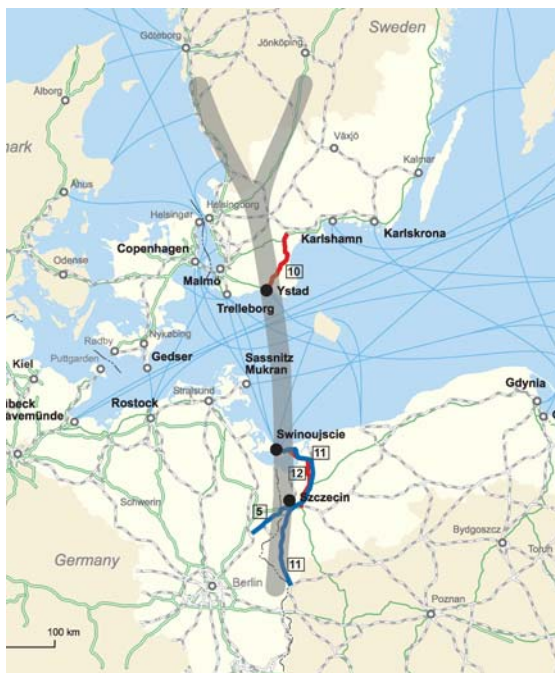
of Rostock has also proposed to develop a maritime commercial zone with the purpose of creating better traffic related services and increased benefit for the gateway region of Mecklenburg. It is planned to prepare several areas for buildings. This includes traffic infrastructure as well as supply with electricity, water and communication. The port of Rostock is already doing an active marketing to attract logistic service providers and harbour based industry, which shall be settled in the mentioned areas.

**Project No 18: Nykøbing Ring Road, Højmølle - Gedser**

*New road and upgrading of existing road  
Total Investment: 90 MEUR*

Hinterland link to the port of Gedser, which provides access to the Fehmarn Belt fixed link, including a road bypass outside the city of Nykøbing.

**Central European Transport Corridor**



**Picture 32:** CETC Intermodal hubs and infrastructure projects

The Central European Transport Corridor (CETC) reaches from Copenhagen via Skåne to Poland and includes the ports in Ystad, Swinoujscie and Szczecin. The ports in Saßnitz and Mukran are located in close vicinity of the Polish ports. Saßnitz/Mukran Marshalling yards meet both Russian and European track widths standards. The corridor runs along the Odra river valley in the Zachodniopomorskie and the Lubuskie Provinces, further through the Dolnośląskie Province in Poland to the Czech Republic and further south towards the Mediterranean.

The CETC corridor, which includes the ferry links between Ystad and Swinoujscie, combines several different modes of transport including road, rail and inland waterway connections. The corridor also provides a main connection between the Öresund region and Berlin Brandenburg via Swinoujscie and Szczecin.

The Port in Ystad is to be expanded and a new terminal for combined traffic is about to be built. The hinterland links heading north from the port in Ystad need to be upgraded including roads 13, 23 and 19. A new intermodal hub will be developed in Szczecin. Several investments are required to improve the conditions in ports and hinterland connections in the Polish and German parts of the corridor.

**Project No 5: Improvement Angermünde – Polish Border rail**

*Upgrading of existing line,  
Total cost 200 MEUR*

The rail link between Angermünde and Szczecin has a very limited capacity today. The alignment is available, but there is a need for reconstruction of the complete line from Angermünde to the western suburbs of Szczecin, including a new border station and electrification of the line. The link will create an efficient connection between Berlin and the port of Szczecin. It is expected that the link will serve fast passenger trains between Berlin and Szczecin, possibly 16 per day and direction. It is also assumed that there is a potential for 4 goods trains per day and direction, indicating a total load of about 2 m tons per year.

**Project No 12: Swinoujscie – Szczecin road***Upgrading of existing road**Total cost 200 MEUR*

Upgrading Swinoujscie - Szczecin road stretch along E 65 to meet express road standards. The international traffic and heavy vehicles coming from Ystad make up about 500 per workday. In 2020 the traffic level is expected to have increased to 16,000 – 24,000 vehicles over major parts of the road. On the link closest to Szczecin, the traffic level will be about 40 000 vehicles in 2020. The reconstruction will reduce the number of villages to be cut through by the road.

**Project No 10: Improvement of road 19 from Ystad to Kristianstad***Total cost: 10 MEUR*

The traffic between the port of Ystad and Jönköping, the Stockholm-/Mälars Region and the east coast will be served by an upgraded port hinterland connection, mainly along road 19 from Ystad north to the Nordic Triangle road E4 south of Ljungby. The total cost for the project is estimated to 74 MEUR. However, included in the QSP is only the part between Ystad and Kristianstad. These parts include upgrading, safety measures and new construction in minor parts.

**Part of Project No 4: Intermodal terminal in Swinoujscie and infrastructure in the port of Szczecin***New investment*

The ports of Swinoujscie and Szczecin form a joint company. Thus, the port development plans for the two ports are included in one proposal. The Sea Ferry Terminal in Swinoujscie is a main ferry terminal in Poland. It plays a leading role in servicing the sea ferry connections from Poland to Scandinavia, as far as both the number of calls and volume of passenger and cargo traffic are concerned.

It is proposed to extend the Sea Ferry base in Swinoujscie and establish an intermodal terminal in order to use existing potential better and provide new intermodal services, which should lead to increment of maritime transport share

in trade exchange with Baltic States. A new berth for big ferries with length up to 200 m and draught up to 12,5 m is planned south of the existing terminal.

Extension and modernisation of railway and road infrastructure in the Port of Szczecin is planned to create an effective and safe communication system. The investment includes construction of roads and parking places in both ports, which will be adjusted to handle the increasing traffic of heavy vehicles.



*Picture 33: Port of Swinoujscie – computer projection of the view after the extension of the sea ferry berth.*

**Project No 11: Świnoujście-Kostrzyn rail***Upgrading of existing railway**Total cost 215 MEUR*

The railway improvement of the railway from Swinoujscie to Kostrzyn via Szczecin, including improvement of the link from Szczecin to the Polish border and joining up of the Angermünde – Polish Border German railway link, will raise the speed on the line to 160 kph. It is expected that the railway improvement will make it possible to travel from Swinoujscie to Szczecin in less than one hour for passengers and that a freight train will be able to do the trip in 1.5 hours. Establishment of a well functioning railway connection between Szczecin and Berlin demands a high degree of interoperability. It is possible to construct trains, which fulfil the functional needs of both the Polish and the German railways. New rolling stock has to be developed. The project also includes training for the personnel.

## Baltic Link and the South East rail connection in Sweden



**Picture 34:** Baltic Link Intermodal hubs and infrastructure projects

The Baltic Link connects the port in Gothenburg with Karlshamn – Karlskrona in Sweden and the ports of Gdynia and Gdansk in Poland. The Baltic Link runs further south in Poland to Lodz and Katowice. The link includes both road and rail services and the ferry link between Karlskrona and Gdynia.

The main hinterland for the ports of Gdansk and Gdynia is central Poland including Warsaw and the industrial belt in Silesia. The main routes connecting to these centers - the motorway A1 from Gdansk to Katowice, and the railway from Gdansk to Warsaw - are included among the EU TEN-T Priority projects. The development of the expressway S7 from Gdansk to Warsaw is included in the Polish infrastructure plans. The expressway S7 links to the main road S22, presently under construction, from Elblag to Kaliningrad.

Rail and road access for the Tricity area in Pomerania is being improved. A logistics Centre and a joint “Tristar IT system for transport management” is under preparation. New ferry terminals are planned in both Gdynia and Gdansk ports. Main access road to Gdynia Port (Kwiatkowski Route) is under construction and

main access road to Gdansk Port (Sucharski route) is also planned.



**Picture 35:** Rail connection Olofström – Karlshamn

**Project No 9: Rail connection Olofström – Karlshamn**  
*New investment*  
*Total cost 80 MEUR*

Extension of an existing railway now ending in Olofström, to provide a new connection between the main trunk rails, part of the Nordic Triangle railway (Södra Stambanan) in Älmhult to the port in Karlshamn. This investment would increase rail accessibility to the intermodal terminal in Karlshamn.

**Project No 7: Road E22 Karlskrona (Jämjö) – Oskarshamn**

*Upgrading of existing road  
Total cost 70 MEUR*

The road E22 is an important hinterland link heading north from the ports in the southeastern part of Sweden. The road serves as a distributor and consolidator of the international goods flows. One of the major impacts of improvement of the E22 is a reduction in traffic accidents and safety hazards particularly in areas where the heavy traffic is mixed with holidaymakers. With the improvement, this conflict will disappear.

The improvement of the E22 will increase accessibility to the ports in Karlshamn and Karlskrona in relation to the Swedish East Coast, the Stockholm Region and northern parts of the country. It will also increase the potential of the links from Karlshamn and Karlskrona to the Baltic States and Poland from the hinterland further north. The improvement of E22 will not change the interoperability of the different rail systems in Lithuania and Sweden. The E22 is neutral concerning intermodal transport's competitiveness.



*Picture 36: E22 port hinterland connection in north direction from Karlskrona and Karlshamn*

**Part of project No 4: Extension to facilitate full intermodal services in port of Karlskrona**

*New investment*

Verkö, outside the city centre of Karlskrona, is today the terminal area for the ferry operations between Karlskrona and Gdynia. The municipality is planning for extensions to facilitate

full intermodal services including railway operations. Additional ferry berth, a marshalling yard, improved railway link, noise protection and a new intersection between the railway and “Österleden” are the investments that are planned for. The total investment costs are estimated to approximately 27 MEUR.



*Picture 37: New ferry terminal and road access in the port of Gdynia*

**Part of project No 4: New ferry terminal and modernisation of rail connection in the port of Gdynia and new container port in Gdansk**

*New investment*

The new terminal in Gdynia is planned for the outer section of the port. The move from its current position will free space for an expansion of the container traffic. In addition, the ferry's time at the dock can be significantly shortened. Localisation closer to the Gdynia centre is additionally beneficial for passenger and tourist traffic. In Gdansk, new ferry terminal and land transport infrastructure improvements are planned to create good conditions for container terminal and new logistic services.

The new terminal will have good accessibility for both passenger and goods traffic, however road and rail access to the port needs to be improved. Investments have started in order to better connect the port to the ring road around the three cities Gdansk-Gdynia-Sopot and motorway A1 being under construction. When the expansion is finished, it will eliminate the principal bottleneck between the existing terminal and the motorway A1.

**Project No 15: Gdansk Southern bypass (S7) and main access road to the Gdansk Port (Sucharski route)**

*New road investment  
Total cost 300 MEUR*

The main access to Gdansk port (Sucharski route) and the construction of the South ring road in Gdansk (national road S7) improve the access between parts of the ports. The construction includes a tunnel under the Martwa Wisla River. The road is mainly meant for rerouting the heavy traffic related to port of Gdansk away from the historical city centre.



*Picture 38: New container terminal planned in Gdansk*

**East West Corridor**



*Picture 39: East West corridor, intermodal hubs and infrastructure projects*

The corridor between Vilnius and the Öresund region and further west to Esbjerg and Great Britain, connects east with west, and EU with its neighbour countries in the east and a vast hinterland in Asia. The corridor is connected to several old important transport routes including the Corridor IX running south from Klaipeda to the Black Sea Area and Iran as well as the Trans Siberian Corridor running east via Moscow towards India and China. The globalisation of trade and industry has enhanced political as well as the business driven demand for developing smooth and integrated services along this specific transport corridor. Within the South Baltic Sea area the corridor includes the ports in Klaipeda, Baltijsk, Karlskrona and Karlshamn. Blekinge Coastal Line and the rail Kristianstad - Hässleholm, which connect the ports in Karlskrona and Karlshamn with the Nordic Triangle Rail at Hässleholm in Skåne, are now electrified. Improvements of the rail access to the ports in Karlshamn and Karlskrona are not included in national investment plans. All port road hinterland connections need to be improved.

**Project No 7: E22, Malmö – Karlskrona (Jämjö)**

*Upgrading of existing road to dual carriage-way.  
Total cost 303 million EUR*

The E22 is a key connection between the ports in Karlskrona - Karlshamn and Skåne - Denmark. It also serves the import and export from Germany and west Europe including improved access to the port in Trelleborg. The road is an integrated part of the corridor serving international goods flows in east-west direction through South Sweden. The improvement of the E22 to dual carriageway standard will increase accessibility from Blekinge to the important border stations towards Denmark and Germany and in relation to the Öresund metropolitan region. Timesaving for a truck trip between Copenhagen and Karlshamn amounts to 20 minutes. It will also increase the potential of the links from Karlshamn to the Baltic States seen from the point of view of shippers coming from the west.



**Picture 40:** E22 Malmö – Karlskrona

**Part of project No 4: New ferry terminal and upgraded rail connections in the port of Karlshamn**

*New investments*

A new railway access is under construction (triangle track). Planning activities to facilitate full intermodal services in the port are under way. The planned investments consist of a new terminal for combined traffic and a new marshalling yard. The total investment cost is estimated to 20 MEUR.

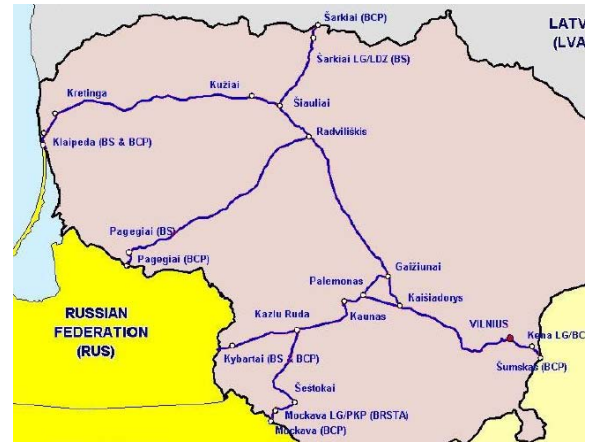
**Project No 17: Corridor IX B**

*Railway upgrading*

*Total investment: 50 MEUR.*

Renovation of Railway Transports Corridor IX (including the renovation of the lines of Railway Transport Corridor IX and reconstruction of bridges, modernisation of signalling and electricity supply lines in the section Siauliai-Klaipėda of the branch-line B of the Corridor IX). This project involves a major investment on the section between Kretinga and Klaipėda circumventing Palanga. This project of a total length of 30 km has been estimated to costing

50 m EUR. It is estimated that the total international transport on the link will amount to 3-4 m tons per year, and the daily number of international trains will be 15.



**Picture 41:** The main rail network in Lithuania

**Part of project No 4: Investments in the port of Klaipėda and railway connections**

*New investments and upgrading of existing systems*

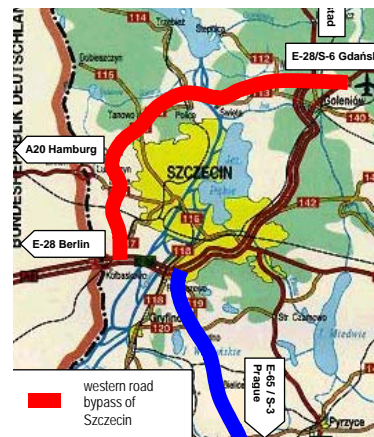
The planned investments in the port of Klaipėda can be divided into three parts: (a) upgrading of the port infrastructure to improve the use of existing infrastructure, to minimise environmental impact and to improve the connecting between the port and the state road and railway system, (b) improvement the hinterland connections from the port to the major transport corridor No XIB Vilnius, Minks. Moscow and Kiev, (c) preparation for the development of the deep-sea port area situated west of city centre and to study design and construct a new railway bypass around Klaipėda including a new marshalling yard. The total costs for all this can be estimated to 100 MEUR.

## Via Hanseatica



*Picture 42: Via Hanseatica, intermodal hubs and infrastructure projects*

There is a need to develop a high quality road and railway link parallel to the sea along the Polish coast, to create a high-class connection between capitals of northern Polish regions (Szczecin-Gdansk/Gdynia-Olsztyn), Kaliningrad region and Lithuania and to integrate this link into the TEN-T network. None of these links is included in the draft infrastructure development plan. Both the Via Hanseatica project and the South Baltic Arc project have pointed out the need to create a well-functioning land infrastructure along the coast in order to promote tourism, regional development and job creation in areas with major unemployment. The local road and rail connections to the ports cities Szczecin and Gdansk/Gdynia from the northern Polish Coast area and in relation to the hinterland in Warmia-Masuria are important to facilitate cargo transport to and from the ports.



*Picture 43: Planned western road bypass around Szczecin*

### **Project No 13: Szczecin Western Bypass (E28)**

*New road investment*

*Total cost 350 million EUR*

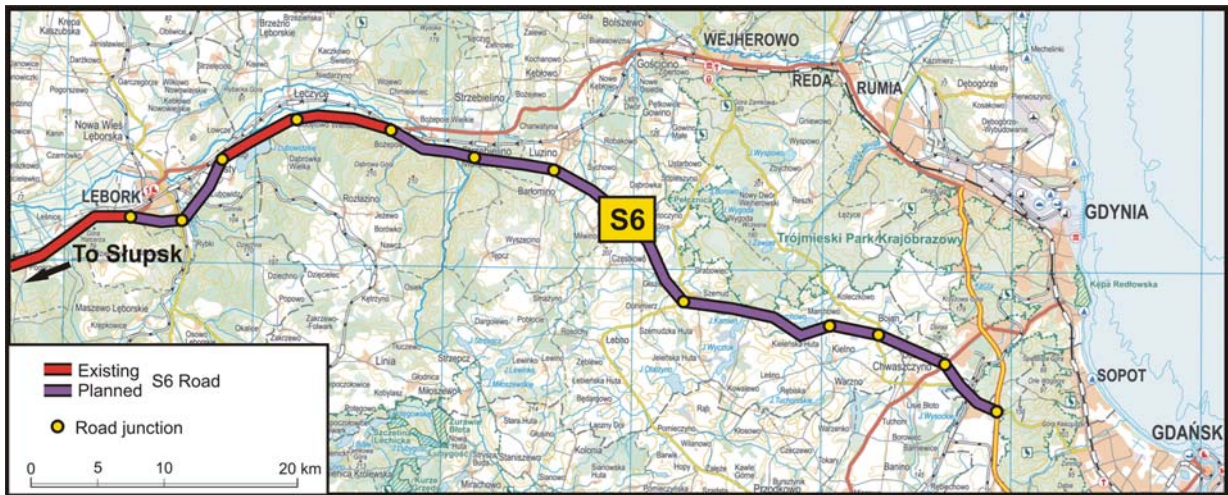
New road bypass west and north of the Szczecin city core is a new link to E-28 between A-6 and S-3 near Goleniów, required to provide connections to the eastern hinterland to and from the ports in Swinoujscie and Szczecin. Heavy traffic and transport of hazardous goods will be transported outside the City of Szczecin.

### **Project No 16: S16 Ostroda – Olsztyn**

*Road upgrading and construction of new Olsztyn bypass*

*Total investment: 250 MEUR*

National road no.16 is the east-west axis of Warmia-Masuria region, carrying transit traffic related to the Polish-Lithuanian border. Upgrade of existing road to provide hinterland connections to the Warmi-Masuria area to and from the ports in Gdynia and Gdansk. New road as the Olsztyn bypass is planned to take over transit traffic from Olsztyn street network as well as improvement of access to the city northeast districts with important industrial sites and access to business sites in the municipalities surrounding the city.



Picture 44: Road S6

**Project No 14: Main road S6 (E28) Gdansk - Leborg - Slupsk**

*Construction of new road and upgrading of existing road*

*Total cost 250 million EUR*

National road no.6 connects Szczecin and the Tricity (Gdansk, Sopot, Gdynia) and provides regional links for adjacent counties and the capital cities of Zachodniopomorskie and Pomorskie. Construction of a new road section between Leborg and Gdansk and partly upgrading of existing road is required to provide connections to the western hinterland to and from the ports in Gdynia and Gdansk.



# Annexes

## Annex 1 – Baltic Gateway project description

BALTIC GATEWAY is a transnational Interreg IIB-project which involved 38 partners from 7 countries. The project was implemented 2003-2006 and promoted a comprehensive system of high quality transport and transport-related services in the South Baltic Sea area, aiming at regional development and sustainable growth. The project was structured in four work packages:

**Work package 1** dealt with the South Baltic Sea area in a European and global perspective, as a sustainable region relying on maritime transport. The work included the following tasks:

1.1 - The Gateway function. Positioning the South Baltic Sea area from a European and global perspective.

1.2 - Transport and travel flows. Compiling an overview of basic facts and available forecasts.

1.3 - A common view on the revised TEN. Defining primary transnational networks for the South Baltic Sea area and developing a common view on the revised TEN.

1.4 - Territorial impact assessment. Evaluation of the impact of future networks.

1.5 - Implementation and financing. Options to satisfy the demands for improved infrastructure.

**Work package 2** worked with improved cohesion in the area through improved accessibility. Selected corridors and bottlenecks were investigated and concrete investments prepared. The work included:

2.1 Analysis of the corridor Copenhagen-Blekinge-Klaipeda-Minsk

2.2 Analysis of the corridor Copenhagen-Gedser-Rostock-Berlin-Prague

2.3 Analysis of the corridor Copenhagen-Malmö-Ystad-Szczecin-Wroclaw

2.4 Planning a new rail link Lund-Kristianstad

2.5 Planning telematics installations on E22 in Blekinge

2.6 Planning improvements for the ferry connection Rostock-Gedser

**Work package 3** promoted sustainable transport solutions and facilitated improved cooperation between private and public stakeholders. The work included:

3.1 Future road and rail freight networks for sustainable transport. An intermodal strategy for the South Baltic Sea area.

3.2 Regional freight cooperation for increased intermodal transport. Port twinning cooperation.

3.3 Co-operative market places in intermodal nodes, case of Travemünde.

3.4 Dangerous Cargo Management, case of Trelleborg-Travemünde.

**Work package 4** dealt with issues related to political support and commitment around the emerging results. The work included:

Task 4.1 - Development of a communication strategy.

Task 4.2 - Workshops and conferences. Preparation, marketing and publishing of output.

Task 4.3 Final reporting and political commitment. Publishing the main results from the whole project. Dissemination and marketing of results. Promoting political agreement on project results. Preparation for future actions

## Annex 2 – Baltic Gateway reports

### Final Report:

Baltic Gateway Quick Start Programme – Promoting Maritime Related Intermodal Transport in the South Baltic Sea Area, 2006

### Discussion papers:

Position Paper - Role and Future Potential of the South Baltic Sea area, 2003

Harmonizing perspectives – a discussion paper, 2004

Geography of flows and their implications for regional growth, 2005

The SBS-concept for Motorways of the Sea, 2005

### Expert reports:

A Baltic Gateway Quick Start Programme, 2006

The Sea Transport Infrastructure, 2004

Capacity 2015, 2004

Scenario analysis including SWOT analysis, 2005

Transport Scenarios 2020, Regional Impact on SBSa, 2005

Corridor study, 2005

Development Corridor Berlin-Rostock-Gedser-Öresund, 2004

New Rail Link Lund-Kristianstad, 2005

Telematic solutions at road E22, 2006

Intermodal Strategy for the South Baltic Sea area, 2006

Future trends in design of Ro-Ro and Ro-Pax vessels, 2005

Example of co-ordinated intermodal plans and investments, Port Twinning activity, Karlskrona-Gdynia, 2005

Port Twinning Trelleborg-Rostock, 2005

Port Twinning Karlshamn-Klaipeda, 2005

Cross-docking centre, 2006

Dangerous Cargo Management, 2006

All reports can be downloaded from: [www.balticgateway.se](http://www.balticgateway.se)

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Lead Partner  
Region Blekinge

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 Baltic Sea Coastal Zone Development Agency  
 City of Berlin, Senate for Economics and Business Development  
 County of Storström  
 DaimlerChrysler Services Mobility Management GmbH  
 Den Norske Bank, Shipping  
 Delego Tech AB  
 Gemeinsame Landesplanung Berlin/Brandenburg  
 German-Danish Chamber of Commerce  
 Greater Copenhagen Authority  
 Hanseatic City of Rostock  
 Klaipeda County (associated)  
 Klaipeda State Seaport Authority  
 Kronoberg County Council (associated)  
 Liepaja Special Economic Zone  
 Lithuanian State Railway  
 Lübecker Hafen GmbH  
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