

TENTacle Newsletter No. 4

Stay informed about project activities, outputs and plans

October 2018



Dear Readers,

We are gearing up to deliver the final thematic report that would present policy and action recommendations to help all Baltic Sea region territories capitalise on the TEN-T CNCs for prosperity, sustainable growth and territorial cohesion. A dedicated Task Force has been set up to compile results of the work in the regional pilot cases and at the macroregional level. One of the important meeting places to test and validate them will be the TENTacle WP5 stakeholder seminar in Gävle, Sweden, on 20-21 November, to which you are most welcome! Being there, we wish to discuss with you the issue of long-term use of the project results. Your views will help us shape the final thematic report so that it well responds to your expectations and your work with effective policies and strategies building on the implementation of the CNCs.

Please stay connected to our activities via the [TENTacle website](#).

With best regards,

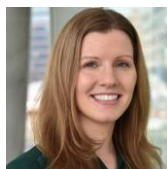
Wiktor Szydarowski
Project manager, Lead Partner

TENTacle Project at Fehmarnbelt Days 2018

Experts from the politics and the industry tackled the topic “Future transport and logistics in the Fehmarnbelt Region - How to be prepared for changing cargo flows?” in a joint seminar of the Baltic Sea Region projects: TENTacle and Scandria@2Act. The event was held on 29th May 2018 during the Fehmarnbelt days 2018 in Malmö.

In his keynote speech, Martin Zeitler, advisor to Pat Cox, European Coordinator for the Scandinavian-Mediterranean Corridor, pointed to the high performance of the Connecting Europe Facility (CEF) as a funding mechanism to enable a European Transport Policy and informed about future calls. He underlined the importance of multimodality at the European policy level which is also reflected in the Issue Papers published by the European Coordinators and the 2018 CEF Transport call for proposals equipped with 450 million EUR investments. On the day before (28 May), Alf Johansen, Leif Lendrup and Wiktor Szydarowski of the TENTacle Project, already had the opportunity to meet with Pat Cox to go through the state of affairs and discuss next steps for the Scandinavian Borderland pilot case. He shared his insights on funding opportunities for the infrastructure investments stemming from the case investigation and gave suggestions for follow-up work on the prosperity and growth strategy for the borderland area after the completion of the TENTacle project.

Following the keynote introductions, five speakers in total gave their views on possible effects of the tunnel and their according business models in two sessions, each concluded with a panel discussion moderated by journalist Marc-Christoph Wagner.



Inga Gurries
Port of Hamburg Marketing
gurries@hafen-hamburg.de

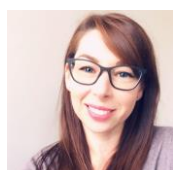
Regional showcases and tasks report

Closer transport and logistics market integration through interoperability

Within the framework of the TENTacle project, the Vilnius Gediminas Technical University analysed the potential of interactions between the Core Networks Corridors and transport networks of the EU Eastern Partnership. The goal was to find solutions to ensure seamless traffic flow, enhance economic growth and competitiveness through interconnected subsets of transport networks and identify priority action areas to achieve a time and resource reduction for transport operations. The three main results are:

1. The competitiveness can be improved by raising awareness for the private sector about new services and current and planned infrastructure development projects in the regions, as the transport corridor competitiveness is based on cost, time and reliability.
2. Involvement of the private sector is crucial for development of the corridor infrastructure. This can be achieved by a combination of direct (promoting PPP, creating favourable investment conditions, involving stakeholders in consultation processes, etc.) and indirect measures (raising awareness of infrastructural plans, learning from best practice of private sector participation, etc.).
3. Service quality is the most important indicator impacting synchromodality in transport corridor.

This study combines input of various stakeholders including actors from politics and research. Strong commitment by public and private stakeholders is a prerequisite together with market-responsiveness, pragmatism and willingness to learn from others' experience. The full study can be downloaded on the [TENTacle website](#).



Laima Greičiūnė
Vilnius Gediminas Technical
University
laima.greiciune@vgtu.lt

Impacts of CNC corridors in the Baltic Sea Region investigated by TENTacle

The report finalised in September 2018, prepared by the TENTacle project, presents a qualitative analysis of economic, social and territorial impacts generated by the implementation of the TEN-T core network corridors (CNCs) in the Baltic Sea Region (BSR). Based on two exemplary cases on large infrastructure projects on the corridors (mega-projects of Fehmarnbelt link and Rail Baltica), it offers an input to the discourse on how to evaluate long-term social and economic consequences of the infrastructural developments along the EU priority transport axes in a larger territorial scale. The report will be the basis for further discussions in the TENTacle project and with stakeholders.

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

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

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

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

Recommendations to stakeholders are divided into the different spatial levels analysed. *National authorities* should monitor closely the economic and societal effects of the CNCs and be prepared to take any necessary measures that might alleviate the negative re-distributional effects of the CNCs, but also those that strengthens the positive impacts of the CNCs.

Regions and local authorities have to monitor the relocation effects of the CNCs as the nodes become more attractive and void areas relatively less attractive. Planning for housing in growing cities and alleviating measures in less favoured areas is one important activity here. Supporting the organisation of new organisations and governance structures that can facilitate these processes is an important task at these levels.

The transport market actors have to both adapt their investments in terminals and other infrastructure adjacent to the CNCs. Transportation planning and the development of train and road transport capacity to meet the new and growing demand for transportation services is also crucial. Collaboration between transport market actors and public sector authorities in different organisational settings is key for the success of the CNC implementation.

The final report was published in early October on the [TENTacle website](https://tentacle.eu).



Dr. Björn Hasselgren
Swedish Transport Administration
bjorn.hasselgren@trafikverket.se

“Connecting the Baltic Adriatic Corridor with Göteborg until 2030”

On June 11 2018 the Baltic-Link Association (SE), the Association of Polish Regions of Baltic-Adriatic Corridor (PL) and the Amber Road Cities Association (PL) signed a trilateral agreement to improve transport accessibility of their regions, cities and municipalities. Mrs. Christina Mattisson, Chair of the Regional Council of Blekinge, and Mr. Wiktor Szydarowski, coordinator of the TENTacle project, were also present. The three parties commit themselves to lobby for inclusion of the Baltic Link transport corridor in the TEN-T core network (Baltic-Adriatic Corridor) – through the joint action of: “Baltic Link – the Gdynia-Karlskrona Motorway of the Sea” (MoS). The co-operation will be focused on the catchment areas between the Karlskrona and Alvesta-Göteborg transport nodes in Sweden and between the Gdańsk-Gdynia and Łódź-Warsaw transport nodes in Poland.

The initiation of the agreement was overseen by Kurt Bodewig (European Coordinator for the Baltic-Adriatic Corridor) and Brian Simpson (European Coordinator for the Motorways of the Sea).



To achieve these objectives, the *Platform of Cooperation for a consistent development of the Baltic Link corridor and the Baltic-Adriatic Corridor based on the MoS* was established. This Platform includes representatives of the signatories to this Agreement and its supporting stakeholders. From 1 July 2018 the Agreement's lead Partner is the Amber Road Cities Association.

The first meeting of the Platform is expected to take place from 6 to 7 December 2018, within the V Baltic-Adriatic (national) **Forum** in Gdynia – for the first time as a cross-border event.

All TENTacle partners will be welcome!



Ryszard Toczek
City Hall of Gdynia
r.toczek@gdynia.pl



Updated Femarnbelt traffic prognosis for Business Park Falster in Guldborgsund Municipality

Within the framework of the TENTacle project, a new traffic analysis has been completed for the traffic flows passing the Business Park Falster located in the Guldborgsund Municipality, Denmark. With the base year 2016, the report describes the expected changes in the traffic flows for the years 2028 and 2038 related to the coming Fehmarnbelt tunnel, planned to open in 2028.

The historical and current traffic flows between Denmark and Germany are presented including the two north-south ferry connections Rødby-Puttgarden (Fehmarnbelt) and Gedser-Rostock as well as the traffic crossing the Danish- German border through Jutland.

The report features the expected traffic flows on rail, on road and for freight transported by sea. The main changes in transport patterns and structures will be the reintroduction of rail freight transport crossing the Fehmarnbelt.

The report provides a more updated and precise picture of the future scenario for the traffic flows relevant for the Business Park Falster. This more precise knowledge is important for planning and investments for the Business Park Falster; both for the local public authorities and for the private investors. The findings therefore will be a basis for the future TENTacle project work.

The full study can be downloaded on the **TENTacle website**



Frede Danborg
Guldborgsund Municipality
fd@guldborgsund.dk



Save the Date

Stakeholder seminar by the TENTacle project

When **20-21 November 2018**
Where **Gävle, Sweden**

Main topics: Long-term use of the TENTacle project results

Expected to attend:

- National ministries, transport administration, regions and municipalities of the BSR countries
- Market players (and their network organisations)
- Intergovernmental organisations in the BSR
- Representatives of international projects working with TEN-T core network corridors

We hope to welcome you in Gävle!

⇒ **Full programme**

⇒ Find deliverables and news on www.tentacle.eu