

## TENTacle Newsletter No. 1

Stay informed about project activities, outputs and plans

March 2017



Dear Readers,

The TENTacle partnership – composed of 23 formal partners and over 60 associated organisations - has launched a comprehensive action to interface with the Baltic Sea Region community on the connectivity needs and aspirations. Meetings, interviews and seminars with several policy and business stakeholders help us gather ideas how exactly we can support the efforts to reap the benefits of the TEN-T core network corridor implementation for the prosperity, sustainable growth and territorial cohesion in the various parts of the Baltic Sea Region. In this newsletter we are presenting to you first outcomes of the stakeholder dialogue and corridor connectivity analyses. We hope you find them interesting enough to attend the coming TENTacle events!

With best regards,

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### Does the TEN-T development meet the users demands?

The development of TEN-T and the major Core Network Corridors (CNC) for transport in EU is expected to render improved transport connections based on harmonized transport-system standards across national borders. This is understood as an important basis for businesses to flourish and expand. In order to develop CNCs, a framework for governance of these was set out in the EU regulation. Each CNC is implemented with the help of a coordinator appointed by the European Commission. Corridor forums are held with state representatives and other stakeholders, mainly geographically located on the corridor. In addition working groups are being formed for specific topics. Even with these supporting structures being implemented the question of stakeholder participation still is a tricky one. Considering that the CNCs include road, rail, air and water transports as well as both passenger and goods transports, it is easy to realize that the number of stakeholders is high, stretching across several countries and border crossings. In addition to this there are different challenges if you are geographically located on the corridor, as compared to being located in the corridors' catchment area or more peripheral areas. The main question set out to investigate in an interview study financed by the Swedish Transport Administration is to monitor experiences from cooperation in this situation and to analyse whether there is need for complementary governance structures to develop the CNCs.

#### *Missing private sector representatives*

A strong impression from the interviews is that the businesses and the users, including freight owners, transport buyers and undertakings seem to be missing in the formalised governance structures. Thereby they would be excluded from the formal decision-making concerning the implementation process of the CNCs. ... *continued on page 2*

*Follow-up of page 1...*

Some interviewees from the private sector are satisfied with their involvement today, while others are interested in increased participation in this process either by themselves or by representation so that their needs can be satisfactory considered. One interviewee working in the private sector meant that “the TEN-standard doesn’t match our demands” (translated), referring to the physical infrastructure. It is unfortunate if stakeholders who are future users of the developed CNCs do not feel that their demands and dilemmas are being met, or adequately considered.

### *Hearings, national groupings and inclusion in the formal structure*

Several ideas of complementary activities were brought forward in the interviews addressing how to involve the users, freight owners and transport undertakings. Hearings, both on a national and regional level, were proposed to allow for information exchange in a time-efficient fashion. Other ideas revolve around national groupings. Groups could be formed either in a broad sense where a combination of forum, activities and network is at the core for national and regional authorities, private companies and any other concerned stakeholder. An alternative could be more specific national groups, encompassing big freight owners and transport buyers. Both groups were proposed to be facilitated by national agencies. The geographical perspective is suggested to be wider than “on corridor”, also including catchment areas. Finally, including freight owners as part of the formal CNC structure is yet another proposal where contact with the CNC coordinator for the Scandinavian-Mediterranean corridor has already been established.

### **Fact box**

23 people were interviewed during Sep-Oct 2016 from the four categories public authority, transport administrative company/ organisation, private company, other organisation. They all came from the Baltic Sea area, sampled from the TENTacle project cases.

In the next steps of the TENTacle project we expect these and more ideas of complementary activities to be further discussed and evaluated with the concerned stakeholders.



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### **Lessons from the past - looking at the modal split impact of fixed links**

The Fehmarnbelt fixed link will not be the first fixed link in the south-western Baltic Sea. When analyzing past developments, we find that when the Great Belt Bridge or the Öresund Bridge opened, several ferry connections immediately stopped operating, indicating an absence of a transition period and rather abrupt distortions to the existing modal split.

The opening of the Fehmarnbelt tunnel will alter the cargo traffic flows between the German Baltic Sea coast and Zealand, as well as on the Scandinavian-Mediterranean TEN-T core network corridor and other adjacent corridors as a whole. Part of the traffic will be a mere deviation from the existing Great Belt bridge, but it is expected that much of the traffic will be shifted from existing ferry links.

To put it differently: there will be a shift from sea to rail and – yes – from sea to road. While the tunnel is expected to shift cargo from sea to road, it may also open new opportunities to shift cargo from road to rail on longer distances. While there are no regular rail combined services between Puttgarden and Rödby and the ports’ respective hinterland so pre- and post-carriage is exclusively done by truck. The direct rail link provides new opportunities for combined rail services between Denmark/Sweden on the one hand and Germany and the European mainland on the other hand.



When opening the Fehmarnbelt fixed link, the parties involved must be aware of its impact on transport chains. For truck traffic, the major change will be a shift – partly or completely – from the existing ferry link to the tunnel. This means that a small part of the transport chains will be shifted from sea to road and hence lead to detrimental environmental effects. Truck volumes deviated from other routes will even face longer routes than before, adding to the negative environmental impact. It cannot be assumed without further analysis that the considerably shorter rail distances compared with the Great Belt can make up for these adverse effects.

Therefore, the strategy for the future of the Fehmarnbelt fixed link should go beyond a pure reshaping of existing transport chains per mode. Instead, it should be backed by a modal shift strategy targeting an increase of the rail share at the expense of road transport. It seems, that the most direct way of doing so would be to set tariffs in a way that make rail transport particularly attractive.



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## Next event

### Regional cooperation to connect regions to the TEN-T corridors

TENTacle and its sister projects NSB CoRe and Scandria2Act will organise a workshop during the 8<sup>th</sup> Annual Forum of the EU Strategy for the Baltic Sea Region (EUSBSR). It will be hosted by the EUSBSR Priority Area Coordinator Transport Thomas Erlandson and be a follow-up workshop of the projects' activities in Stockholm (read the next page).

Date: 14 June 2017

Place: Berlin, Germany

More information regarding the event and the registration will soon be available on the forum's website <http://www.balticsea-region-strategy.eu/8th-annual-forum>



**TENTacle:**  
*Capitalising on TEN-T core transport network corridors for prosperity, growth and cohesion*

## TENTacle contributing to the success of the 7<sup>th</sup> EUSBSR Strategy Forum in Stockholm

The three flagship projects of the EU Strategy for the Baltic Sea Region (EUSBSR) TENTacle, NSB CoRe and Scandria2Act demonstrated their synergies of working together. Together with Policy Area Transport coordinators, they arranged a joint session during the EUSBSR Strategy Forum in Stockholm in November 2016.

There is a shared interest in the multi-level governance method of managing the growth along the TEN-T core network corridors, the harmonious development of corridor urban nodes and the wider socio-economic benefits of the transport flows in the corridors. The partners strongly believe that the implementation of the TEN-T core network corridors crossing the Baltic Sea Region, namely: Scandinavian-Mediterranean, North Sea-Baltic and Baltic-Adriatic, has a large but untapped potential to stimulate positive effects. These, however, should not be restricted to just the transport sector and need to diffuse beyond the immediate geographical areas they cross.

Outcomes of the session give the projects a very positive insight into the further collaboration prospects. Fresh work results will be presented at the 8th EUSBSR Strategy Forum in Berlin in June 2017.



*Speakers of the transport flagship session in Stockholm (from left to right): Olli Keinänen, NSB CoRe, Verner Kristiansen, Verner Kristiansen ApS, Wiktor Szydarowski, TENTacle, Thomas Erlandson, PAC Transport and Horst Sauer, Scandria2Act*



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## Europeans are on the move!

Large scale infrastructure projects like Rail Baltica, Helsinki-Tallin tunnel, Fehmarnbelt fixed link and high speed railways between Scandinavian capitals are the future connections between Central Europe, Baltic-Nordic countries and the Arctic Ocean. In December 2016 the TENTacle partners Vidzeme Planning Region and Innovation Circle Network invited about 60 experts and participants to Riga. Together they discussed trends, policies and consequences of ongoing and planned transport infrastructure investments. Presentations displayed a range of future transport perspectives. Some key such as the Eurasia land connections (the New Silk Road), the Trans-European transport network and the global maritime corridors were discussed.

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