

## TENTacle Newsletter No. 3

Stay informed about project activities, outputs and plans

April 2018



Dear Readers,

We are proud of making a footprint in the TEN-T corridor implementation process: TENTacle has been explicitly named among regional cooperation projects of high value to a joint understanding of cross-border issues and to a joint vision for the Baltic-Adriatic Corridor.

We are happy to be among advocates for extending the Scandinavian-Mediterranean Corridor towards the northernmost regions and complementing it with the missing connection between Örebro and Oslo – as now included in the formal proposition by the Swedish government.

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

We hope to welcome you to one of our future TENTacle events all over the Baltic Sea Region!

With best regards,

Wiktor Szydarowski  
Project manager, Lead Partner  
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### Vidzeme Regional Mobility Investment Plan 2030 – New beginning in Vidzeme Region

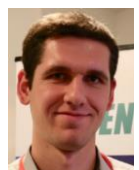
The Vidzeme Regional Mobility Investment Plan 2030 is a transport development planning document for Vidzeme Region developed in 2017 by a team of transport consultants and with the help of local municipalities, businesses, the Latvian Ministry of Transportation and the TENTacle project partner from Estonia Valga Town.

The plan sets strategic goals and defines a strategic vision for the long-term transport development until the year 2030. Its goal is to ensure mobility for residents, entrepreneurs and freight carriers in a safe, convenient, reliable, efficient, and environmentally friendly way. The document defines priorities for developing the transport system and identifies tasks that would improve the accessibility of Vidzeme by road and rail, considering needs of pedestrians and cyclists, as well as traffic safety in the region.

The plan will be used for investment planning activities by local municipalities and businesses in Vidzeme area. It will also be referential for national transport authorities, as its recommendations are expected to be integrated in the national transport planning documents.

The plan will serve as the baseline for more in-depth mobility development planning documents on municipal level to ensure coherence between local and national transport policy documents and region's development priorities. Multiple municipalities have already expressed their interest in developing their own local mobility plan stating that Vidzeme Region's plan has encouraged them to put mobility planning on their work agenda.

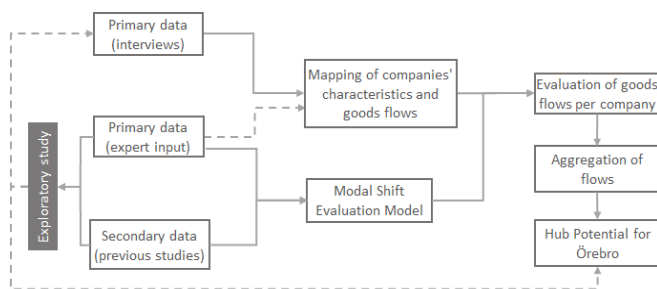
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### Catching cargo transport from the northern Baltic Sea Region areas to the core network corridors

TENTacle looks at the potential of Örebro area to funnel flows between the northernmost Baltic Sea Region (BSR) territories and the TEN-T Scandinavian-Mediterranean corridor (ScanMed). In order to do so, two studies were conducted:

1. An explorative study on the current status of infrastructure, existing solutions etc.
2. A market study looking into modal shift opportunities and challenges in moving cargo from road to rail



The imbalances of freight flows in Sweden show that large volumes go in a southwards direction, and the filling ratio in these system train solutions is higher southbound than northbound. Looking at the results of the market study, an inverse imbalance can be identified for cargo volumes with high potential for modal shift: Out of the analysed northbound transports, 60 TEU per week dispose of such a high potential, while this is the case for only seven TEU per week of the southbound transports. Using the unutilized capacity in the existing rail solutions to transport these flows northwards could therefore lead to a win-win situation: the companies that today transport cargo to the North by road could use a sustainable and environmental friendly rail solution, while the ones already operating on rail could potentially get a better price because of higher filling ratio.

One challenge to achieve this is a needed different approach of using system and intermodal train services. There are however opportunities for “good matches”. A large part of companies with consumer goods cannot gather enough volumes to have

their own dedicated block trains. This means that in order for them to shift to rail, their goods need to be coordinated with other companies with similar interests.



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### From competition amongst regions to collaboration within regions

In 2017, North Karelia and Päijät-Häme tested idea laboratories as means for generating and collecting stakeholder intelligence on future logistics trends. The Joensuu idea laboratory was organised in April 2017, followed by the Lahti idea laboratory in October 2017. Both events were attended by 16 participants from the respective regions.

A common factor in the idea laboratories was locality. Often, every region wants to have their own when talking about logistics, hubs and operations. Taking the (lacking) financial and human resources into account this is not an option. This was one of the important aspects acknowledged in the idea laboratories.

Thus, Päijät-Häme and North Karelia regions have taken steps forward and are actively pursuing cooperation with Kymenlaakso region, Hamina-Kotka port and especially the city of Kouvola. The latter has established plans for a Rail-Road Terminal as part of the TEN-T core network as well as rail connection across Russia to China. Päijät-Häme wishes to develop rail and road logistics together with the city of Kouvola while North Karelia sees opportunities in collaboration between the terminals in Kouvola and in Niirala, North Karelia. Cooperation is expected to benefit businesses’ export and import activities in the regions.

Yet another opportunity to be explored is the road connection between Turku, Lahti, Kouvola and St. Petersburg. This highway – or a particular section

of it – could be used for platooning pilot projects. Platooning is attracting a lot of attention in Finland, and there currently is at least one project involving actors such as National Post, VTT Technical Centre of Finland as well as the Finnish Transport Safety Agency.



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### Transport management system tailored to needs

*The contribution of Region Skåne's and Westpomeranian Region's know-how to the development of the TEN-T Baltic-Adriatic Corridor*

In order to maximise the social and economic benefits generated by an efficient operation of transport corridors, private entities, local governments and infrastructure managers need to cooperate effectively. Cooperation within the EU and along the development of the TEN-T networks, together with the accessibility of funds of numerous cross-border programmes have contributed to establish multiple initiatives in the Baltic Sea region, aimed at developing transport infrastructure and corridors. The question on how to effectively capitalise on the existing transport management systems however remains open.

A report conducted within the TENTacle project includes a description of measures which need to be taken by the Baltic-Adriatic Corridor stakeholders in order to capitalise more effectively on the existing cooperation mechanisms and to develop the freight transport connections between the Region Skåne and Westpomeranian Region. Furthermore, the report includes an action plan drawn up by the concerned parties to encourage interested parties in developing smart and green logistics networks between Scandinavia, Poland and other Central Europe nations. Measures how to expand beyond the TEN-T network are also

discussed within this framework, namely expansions directed towards the Baltic Sea and the Oder Waterway.

The premise of the action plan is to capitalise on the vast experience of the local authorities of Region Skåne and Westpomeranian Region, as well as to reinforce and further develop the existing cooperation mechanisms under the European Grouping of Territorial Cooperation, without the need of establishing additional bodies.

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### Save the Date

Joint seminar of  
**TENTacle + Scandria®2Act**



**Future transport and logistics in the Fehmarnbelt Region - How to be prepared for changing cargo flows**

When **29 May 2018, 9:00-12:30**  
Where **Malmö, Sweden**

- ✘ What recent and future trends can be seen in the transport development of the Fehmarnbelt region?
- ✘ How can the transport and logistics industry or administrations take advantage?

Our seminar will give answers to these questions! EU Coordinator Pat Cox will hold the keynote. Based on presented project results experts from all over the Fehmarnbelt Region will exchange viewpoints in panel discussions.

⇒ *Full programme*

⇒ *Registration*



## What to expect of TEN-T core network corridors' implementation?

An impact analysis covering the effects of the TEN-T Core Network Corridors' (CNCs) implementation in the Baltic Sea Region is currently ongoing.

The analysis covers the direct effects that the CNCs might have as new transport infrastructure facilities are added to existing systems and new structures constructed. The analysis also covers the more indirect and long term effects when they as well as possible impacts hit the wider spatial areas surrounding the CNCs. A brief analysis on the effects on different stakeholder groups as well as suggestions for an improved governance of the CNCs are other parts of the study.

A draft of the report, which is conducted by Ramböll Sweden, will be presented at the next TENTacle stakeholder seminar in Stockholm on 12 April 2018. The final report will be published during spring.



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## TENTacle live communication continues

The growing number of TENTacle interim results have been presented for stakeholder validation both in the local pilot case meetings and in dedicated thematic seminars in connection to third-party events. This way of mobilising the public and market players to drawing benefits out of the TEN-T core network corridors is appreciated by the decision-makers.

Accessibility is on everyone's lips when discussing benefits of the TEN-T networks. Thus, it is no wonder that creating growth through a better accessibility was the headline for TENTacle's mid-term stakeholder event which was organised in connection to the Scandria@Alliance transnational conference in October 2017 in Berlin.



Discussion at the TENTacle mid-term event

In three sessions, each dedicated to one specific pilot case of the project, lively discussion gained new knowledge of stakeholders' perception of the presented interim results:

- ✘ Each region needs to analyse its specific position and define suitable adaptation strategies to deal with structural changes induced by large-scale infrastructure investments – an example for such an investment is the Fehmarnbelt fixed link.
- ✘ Communication, cooperation and learning from each other are key words for finding solutions for cross-border challenges. Those can be found at the corridor logistics chain between Scandinavia and mainland Europe.
- ✘ Traffic flows should be monitored as a first step for the formulation of strategic decisions and investments to better integrate areas not yet included in the TEN-T core network – an example is the Blekinge region.

⇒ Find deliverables and news on [www.tentacle.eu](http://www.tentacle.eu)