

# Westpomerania-Skåne (PL/SE) takeover stage by the EGTC on the corridor



# Showcase

## Westpomerania-Skåne

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How to meet the growing cargo volumes through the **networking of logistic centres** on the Baltic-Adriatic Corridor?

How to use the **European Grouping of Territorial Cooperation** to coordinate the greening of transport and to ensure the corridor connectivity across the sea?

How to best incorporate the **maritime leg**?



# ...and the outcomes

- 2 regional reports
  - Cross-border freight transport between Scania and West Pomerania - Opportunities, challenges and recommended measures
  - A set of analyses of transport and logistic functions of the Lower and Central Oder as a part of the core network corridor TEN-T
- 1 story map
- 1 action plan to be adopted by the CETC-EGTC

**TO DO: 14 ACTIONS TO BE IMPLEMENT BY BAC REGIONS**

The screenshot shows the TENTacle website interface. At the top right is the TENTacle logo. Below it, the text reads 'ABOUT TENTacle'. Underneath, the 'PROJECT AIM:' is stated as 'Improve stakeholder capacity to reap benefits of the core network corridors implementation for the prosperity, sustainable growth and territorial cohesion in the Baltic Sea Region'. The 'BALTIC SEA REGION CORE NETWORK CORRIDORS:' section lists three corridors: Scan-Med, North Sea-Baltic, and Baltic-Adriatic, each with a corresponding icon. To the right of the text is a map of the Baltic Sea region with various corridors highlighted in different colors (pink, blue, red, green).

The screenshot shows the TENTacle website interface. At the top right is the TENTacle logo. Below it, the text reads 'WHY DO WE NEED TEN-T PROGRAMME?'. The main text explains that the inclusion of the Oder Waterway into the TEN-T network on a longer section will provide access to the EU funding, which will make the corridor's transport offer more attractive, significantly increase the region's development potential along the Oder River. It will be favourable to achieve the objectives of the White Paper on Transport by ensuring the possibility to transport goods at the distances greater than 300 km from road transport to more environmentally friendly inland water transport. Below this, it states that the implementation of infrastructure investments on the Oder River may increase trade and cooperation between the countries from the Baltic Sea region. At the bottom, the text 'FUNDS TO THE' is partially visible. To the right of the text is a map of the Baltic Sea region with various corridors highlighted in different colors (blue, green, red, yellow).

# Regional reports

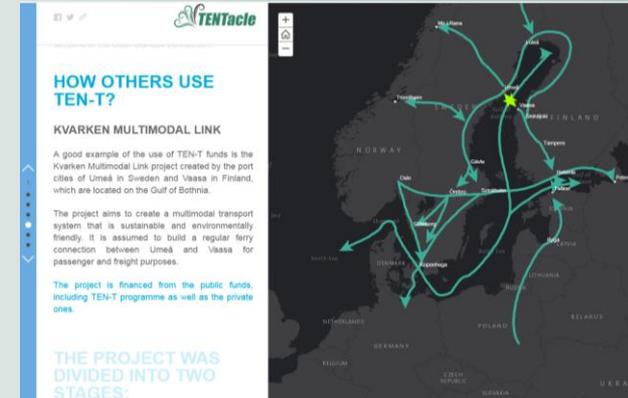
To identify opportunities to develop the freight transport from Region Skåne to southern Europe through the Westpomeranian Region

- The **maritime route connecting West Pomerania with Region Skåne** is not part of the TEN-T Baltic-Adriatic Corridor, however, it is an **important extension of it and a link with the TEN-T Scandinavian-Mediterranean Corridor**.
- **The growth in freight carriages along the Baltic-Adriatic Corridor is expected**, although its level depends on a variety of external factors, some of which do not fall within the scope of control of the stakeholders involved in corridor development.
- The major challenge is the **necessity to take action aimed at reducing the proportion of road transport in the carriage of goods**, including improvements in railway and multimodal transport.
- The Baltic-Adriatic Corridor in the area of the Westpomeranian Region encompasses only road and railway links. At present, the Oder Waterway running along this corridor forms part of the TEN-T network only partially, however, in reality, the **entire run of the Oder Waterway should be taken into account in the TEN-T network**.
- There is the necessity to finish the most important infrastructural investments.
- The actions in terms of the restoration and modernisation of linear infrastructure should be supported with complementary actions, including the restoration and modernisation of nodal infrastructure.

# Story map

To continue a dialogue with stakeholders and to continue to look for ways to cooperate

- TENTacle in a nutshell
- Oder basic facts
- why do we need TEN-T programme?
- funds to the Oder river from TEN-T programme
- potential benefits of the Oder river membership in TEN-T programme
- TEN-T network update
- how others use TEN-T?
- action plan for Skåne and Westpomeranian



# Action Plan

Transport management system tailored to needs

- **6 horizontal actions** – aimed at establishing an organizational structure enabling the implementation of direct actions

such as:

- Statistics
- Broadening cooperation among stakeholders of the BAC
- Support for amendments in legal regulations
- Mapping of funding

- **8 direct actions** – aimed directly at improving the attractiveness and competitiveness of the BAC

such as:

- **The implementation of smart and environmentally-friendly ideas – especially green corridors**
- Support for changes in the packages of carriers and forwarders
- Cooperation among the managements of maritime ports
- The continued modernization of ports

# Action Plan

## Transport management system tailored to needs

	1.1	1.2	1.3	1.4	1.5	1.6	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8
Maintaining cooperation among stakeholders initiated by regional authorities involving cooperation with relevant stakeholders (in particular, private entities) and ensuring information sharing	█													
Initiating direct cooperation among the managers of individual maritime ports necessary for the consistent implementation of new solutions								█						
Initiating changes in legal regulations such as e.g. the consolidation of regulations concerning road transport, the simplification of regulations on information and documentation management in railway and maritime transport		█												
Verifying the possibility of reducing stoppage times in railway transport on the Polish side						█								
Improving the parameters of railway infrastructure in Poland by increasing admissible axis load to 221 kN/25 t per axis											█			
Launching a railway and road terminal in the Ystad port									█					
Implementing brokerage services making it easier for shippers to select the most advantageous mode of transport, initiated by the establishment of close cooperation among the largest forwarding companies and railway carriers on both sides of the Baltic Sea													█	█
Selecting necessary investments in railway and intermodal infrastructure in cooperation with the managements of maritime ports and operators of transshipment terminals in Skåne and West Pomerania with the use of funds assigned for TEN-T corridors in terms of research over the so-called bottlenecks						█								
Collecting and analysing consolidated annual statistics relating to the entire area of the Baltic Sea					█									

## Why the Action Plan was needed?

West Pomerania and Skåne regions needed a method and some useful tools to change the idea into lists of specific activities that can be implemented directly or turn into a real, tangible and above all sustainable projects implemented in a broader partnership.

## Why EGTC will take over the implementation of activities? EGTC has:

- ability to negotiate;
- increased visibility;
- access to the EU funds, including also as part of support for territorial cooperation;
- well-defined decision processes and roles;
- independence from the political situation;
- ability to implement actions within three EU macro-regions and two TEN-T corridors;
- better ability to disseminate information, which makes it possible to network partners in accordance with their needs.

Thank you very much for your attention!

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