

## TENTacle Newsletter No. 5

Stay informed about project activities, outputs and plans

April 2019

Dear Readers,

The TENTacle project is soon finalized but the activity among the Project Partners is high as always. Several new outputs from the involved partners are now available for download on the [TENTacle website](#)! Among them are the *Last mile study for an integrated CNC-urban node focusing on investments complementary to the BAC work plan* and the *Action Plan* by the Gdynia Pilot Case. In addition, the Blekinge Pilot Case also published its final report titled *Extension of the Baltic-Adriatic Corridor from Gdynia to Gothenburg – via Motorway of the Sea Gdynia-Karlskrona*. This report summarizes the investigation and discussion process to benefit from the proximity of Region Blekinge to three TEN-T core network corridors (CNCs): Scandinavian-Mediterranean, North SeaBaltic and Baltic-Adriatic.

On our website, you can also find coverage of the joint final conference held on March 6, 2019, in Brussels. The event, under the theme of *Regions, Corridors and Urban Nodes – Competences, Capitalisation and Cooperation*, focused on ways to achieve the goal of creating a sustainable and efficient transport system in the BSR as well as the rest of Europe until 2030. The conference was arranged in cooperation with two other Flagship projects within Interreg Baltic Sea – NSB CoRe and Scandria@2Act – and was a great success with over 170 participants. A brief summary is included in this newsletter.

It has been a privilege to take part in the final stages of the project and as the new project manager. I would like to thank my predecessor **Wiktor Szydarowski** for all his efforts within the project.

Wiktor has also been one of the main authors of the Final Report, together with **Björn Hasselgren** and **Maria Öberg**, who was in charge of drafting and editing the final version. The report would though, not have been possible without the contribution of all TENTacle Pilot Cases.

The project management would also like to thank the members in the Advisory Board who contributed their valuable feedback. The title of the Final Report is: *Realising benefits from the TEN-T Core Network corridors – how, where and by whom?* It will soon be available on the [TENTacle website](#).

With best regards,



Mattias Andersson  
Project manager, Lead Partner

## Realising benefits from the TEN-T Core Network Corridors – TENTacle Final Report

The final report wraps up the TENTacle experience in boosting the development opportunities generated by the CNC implementation. It presents replicable know-how enabling public and market sector stakeholders - irrespective of the geographical location - to adjust their policy actions, governance response and business strategies to fully maximise the benefits and mitigate any threats induced by the investment decisions along the corridors.

The key messages based on the findings in TENTacle are:

### 1. Monitor and analyse CNC implementation and the need for complementary development measures

Actors on different levels should continuously monitor and analyse transport and socio-economic effects of the CNCs, as well as new market opportunities, business models and supply chains triggered by the CNC implementation. The information gathered from these activities should serve as a base for capitalising on the CNCs, generating growth due to modal shifts, and for initiating and adjusting complementary policy and investment measures. Needs for supplementing the current pattern of the core network corridors by additional links and extensions both within the BSR, to the other parts of the EU and to the EU neighbouring countries should also be considered.

### 2. Support co-ownership, co-responsibility and co-creation

Bottom-up corridor governance initiatives should be encouraged to allow wider groups of public and market sector stakeholders to receive information about and engage in the collaboration to benefit from the corridor investments, or,

if needed, to alleviate any presumed negative impacts. Intensified business contacts along the corridor and in corridor extensions should be supported.

### 3. Enhance positive and mitigate negative effects

Functional infrastructure connections to the CNCs should be planned in the corridor node and transit areas, as well as in its catchment and void areas. Positioning strategies and action plans for the affected territories should be prepared, also including adaptation strategies for business stakeholders, enabling them to the changes induced by the completed corridor investments and take advantage of the new realities.

Re-distributional policies, such as subsidies, tax policy measures or growth initiatives for the territories which might potentially suffer from negative corridor impacts should be considered. The development of new technologies and alternative fuel as well as electrification infrastructure in the corridors should be supported, including alternative financing models for infrastructure investments. Missing links in the geographical coverage of the CNCs in the BSR and corridor extensions should be promoted, bearing in mind the expected contribution of the TEN-T network to the social, economic and territorial cohesion. This also implies a fuller integration of relevant Motorway of the Sea links as maritime legs of the CNCs. New ideas and business opportunities shaped in the co-creation between stakeholders and the dispersion of best practices are important elements of a successful policy response.

### 4. Long-term and durable implementation

The policy and action measures should be co-created in a stakeholder interaction process so that they can be influenced by the users' specific interests and expectations. In the TENTacle showcases the action-oriented outputs were delivered through multi-stakeholder and cross-sectoral interaction. For the long-term durability, a designated organisation was given responsibility for a formal approval of the showcase outcomes and for inserting them in a binding document.

Governance structures and processes with a cross-border corridor approach support the further transnational cooperation and harmonisation. An example is the European Grouping of Territorial Cooperation (EGTC), which entails a governance structure with a certain continuity covering a significant part of a transport corridor. This type of structure is for example used by the TENTacle Westpomerania-Skåne case to implement a part of the outcomes. Another example is cross-border idea labs with a corridor geography as arranged by European Coordinators.

Following this project, further governance initiatives for strengthening cross-border cooperation are being planned. One example is the ongoing **BSR ACCESS project**, co-funded by the Interreg BSR Programme, which provides a platform for building synergies between projects and initiatives on transport interoperability in the BSR. Results from the TENTacle project are actively utilised in this platform, together with a number of other project initiatives.



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## Regions, Corridors and Urban Nodes – Competences, Capitalisation and Cooperation in the Baltic Sea Region

Representatives from three European Union-funded Interreg infrastructure projects **NSB CoRe**, **Scandria@2Act**, and **TENTacle** held a final conference on March 6, 2019, in Brussels, Belgium, where they provided recommendations on how to best invest in and develop the TEN-T CNCs in the BSR. Panels from the three closely collaborating projects, along with members of the European Parliament, European Commission, local and regional elected officials, discussed the successes and challenges of their work.



The conference highlighted the unprecedented level of collaboration in the BSR among the Member States which include Sweden, Finland, Denmark, Estonia, Latvia, Lithuania, Poland, and Germany with notable cooperation and partnership with Norway. In fact, the most frequently repeated concept throughout the forum was that cooperation and partnership are crucial to success when it comes to transnational as well as regional infrastructure projects. As **Catherine Trautmann**, the European Coordinator for the North Sea-Baltic Corridor, put it: “If you want to go fast, go alone. If you want to go far, go together.”

The first session scenario (*Competences*) moderated by Ms. Trautmann highlighted the need for multi-level governance to overcome administrative and legal barriers between transport authorities. Additionally, as urbanisation increases the need for long-distance commuting, and effective cross-border services are necessary for well-functioning long-distance commuting corridors.

A “radical change” could happen in fighting climate change, if electrification clean fuels and innovative solutions are effectively used. Here, better inter-sectoral collaboration is needed between transport, spatial and regional planning towards one cohesive strategy. The panellists also stressed that better public-private collaboration (between public authorities and private companies) is needed on environmental matters.



The second session, (*Capitalisation*), moderated by Anne E. Jensen, European Coordinator of the Baltic-Adriatic Corridor, underscored the positive changes in the society due to improved accessibility in the catchment area of the large infrastructural projects and improved quality of life and new investment potentials in the area. Those concepts need to be better presented and discussed in the corridor projects. Both positive and negative consequences of these type of projects could be monitored through a qualitative approach allowing for appropriate governance arrangements, policy responses, and business strategies to be developed and implemented. Collaborative planning and wise local and regional decisions are crucial to the success of large infrastructure projects in the BSR.

In the third scenario, (*Collaboration*), moderated by Pat Cox, European Coordinator of the Scan-Med Corridor, the issue of clean fuels, economic models of multimodality, and urban nodes’ role for interactive communication were highlighted. When it comes to clean fuels, there is no “magic formula” that fits all countries at this time.

The panel discussions touched on successes of decreasing travel time and as such reducing CO2 emissions and the importance of environmental sustainability, when it comes to transport planning. The panellists additionally stressed the positive impact of participation and cooperation among the local, regional, and transnational governance. The “uniquely detailed knowledge” and “degree of understating” that have been developed and shared among the Baltic Sea Region countries, their governments, and the project promoters, paved the way for a successful progress of the projects. A speedy and efficient funding allocation and financial innovation, such as blended financing using EU money and private sector funding will also be important in the time to come.

The speakers also highlighted the human factor in transport. “We really need to fill these corridors with life, and that’s what the three projects are doing,” said **Herald Ruijters**, Director of Investment, Innovative and Sustainable Transport at DG MOVE (European Commission). “This is not just about lines on a map; it’s about the citizens who are behind them.”

Concluding the conference, **Gunnar Hökmark**, Member of the European Parliament, pointed out what a vast difference transportation infrastructure has already made throughout the world, effectively erasing some of the economic differences among the First, Second, and Third World countries. He stressed that despite the progress and the successes of the three flagship projects, there’s still significant lack of roads and railways and transport funding in some areas in Europe, especially in the eastern part of the BSR.



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