

Policy area Transport revised Action Plan (adopted 17.02.2021)

Policy area coordinator: Sweden (Ministry of Infrastructure, Transport Markets Division); Lithuania (Competence Centre of Transport and Logistics (CCTL) of Vilnius Gediminas Technical University).

1. EUSBSR objectives

Increased prosperity of the Baltic Sea Region (BSR) has a strong dependence on efficient, affordable and sustainable cross-border connections within the Baltic Sea Region and beyond, including third countries. This will enable improved foreign trade and international exchange of knowledge and services and, in a longer perspective, increase global competitiveness and the region's prosperity. Each policy area will ensure that horizontal aspects, notably addressing climate change and cooperation with non-EU neighbouring countries and organisations, are appropriately integrated into the work of the policy area.

2. Sustainable Development Goals (SDGs)

PA Transport is contributing to SDGs 7, 9, 11 and 13.

3. EU or other policy framework

PA Transport is related to the following EU regional - and international strategic frameworks:

- PA Transport contributes to the implementation of EU and international agendas. These include i.e.: white paper roadmap to a Single European Transport Area – towards a competitive and resource efficient transport system, COM (2011) 144 and following strategies & documents on future transport;
- Regulation (EU) No 1315/2013 on Union guidelines for the development of the TEN-T (2013);
- Eastern Partnership: new Indicative TEN-T Investment action plan for stronger connectivity (15.01.2019);
- An agenda for a socially fair transition towards clean, competitive and connected mobility for all –COM (2017) 283;
- A European strategy on Cooperative Intelligent Transport Systems, a milestone towards cooperative, connected and automated mobility 30.11.2016 COM (2016) 766;
- The European Green Deal, COM (2019) 640 final;
- National Emission Ceilings Directive (NECD),
- Ambient Air Quality Directives (AAQD);
- EU strategy for Sustainable and Smart Mobility, COM (2020) 789 final and
- Zero Pollution action plan

4. Involvement of stakeholders

Lead Partners from project and platforms supported by policy area Transport are involved on PA Transport Coordination Group level. On policy area implementation level primarily all stakeholders participating in projects and platforms supported by policy area Transport are involved. Currently the PA Transport is planning to strengthen governance by implementing flagship processes for broader competence and improved endurance and continuity. The Lead Partner of a flagship process will be expected to constitute a supportive part of the PA Transport governance.

5. Key policy area achievements

Completed results and ongoing work include:

- The first joint project launched was the Baltic Transport Outlook 2030 study which was an important step towards a shared view on the common transport system in the Baltic Sea region;
- Four Flagship projects have been successfully carried out focusing on the implementation of the complementary governance activities facilitating development of TEN-T transport corridors;

- In recent years, around 25 projects have been completed with the support from PA Transport. One example from the excellence category is a project named Real Time Ferries. The project has succeeded to develop cooperation between involved partners to deliver real-time information for the benefit of travel planning systems that cover different modes of means of transport;
- The established East-West Transport Corridor Association (EWTCA) served as innovative instrument (platform) to facilitate development of transport links of the Baltic Sea region with EU Eastern Partnership countries, as well as with Asian economies.

6. Actions for the policy area

Action 1: Improve connectivity of the regions and cooperation with third countries				
Description: The prosperity of the Baltic Sea Region (BSR) has a strong dependence on cross-border cooperation (incl. third countries), foreign trade and international exchange of knowledge and services. The TEN-T core network corridors (CNC), their connection with third countries and Motorways of the Sea (MoS) play an important role. It is still of key importance to ensure effective physical and functional access of the urban nodes and farther located rural & peripheral regions to the three core network corridors crossing the Baltic Sea region.				
Timing: 2020–2027				
Indicator title	Value	Baseline	Target/deadline	Data source
Capitalise on the TEN-T core network corridors for better connectivity, accessibility and cohesion	No. of thematic events organised in cooperation with European Coordinators	0	Once a year	Minutes from the arranged thematic events
No. of core network corridors in the Baltic Sea region covered with networking projects for more sustainable growth, better accessibility and territorial cohesion	0	3		Programme databases
Implementation of one (or possibly two) flagship process(es) covering the action	0	1–2/ latest 2022		Programme databases
Flagships ongoing or planned under this action Currently active: Baltic Sea region Access, COMBINE, EMMA Extension and MARA. Planned flagship processes: Baltic Sea region Access (probably under new name), “Optimize port calls” (notional name).				
Project (s) and other action (s) planned under this action Strategic priorities in this action are: i) to identify and contribute to eliminating missing links and bottlenecks in secondary and tertiary transport networks for seamless flows to/ from the CNC; ii) to integrate long –distance transport in urban mobility planning as a precondition for smooth last mile transport (freight and passenger); iii) to enhance synergies for transport development resulting from the linkage of TEN-T CNCs, crossing the Baltic Sea region , and the cross-border links to third countries, including EU Eastern Partnership countries (EaP); iv)to develop flagship processes aiming to promote complementary national and regional activities along the core network corridors, addressing de-carbonization and de-pollution of transport, intermodal logistics, integration of urban nodes, intelligent transport systems and etc.				

Action 2: Development of measures towards climate-neutral and zero pollution transport				
Description: Transport is responsible for a substantial part of the EU's greenhouse gas emissions, making it the second-biggest emitting sector after energy. Significant reductions in the emissions from the transport and logistics sector are needed when the EU is to achieve its long-term climate goals. The EU has recently adopted policies that will help the EU stay on track with its climate commitments (e.g. the Communication on the Sustainable and Smart Mobility Strategy (COM/2020/789 final) ²⁹ and its Action Plan (SWD(2020) 331 final) of 9 December 2020, Green Deal). Focus will be put on transformation towards a fossil –free society. The BSR is ideally placed to be a pioneer in the greening of the transport sector in Europe (e.g. through coupling of sectors). Synergies with reducing emissions of air pollutants from transport should be encouraged.				
Timing: 2020–2027				
Indicator title	Value	Baseline	Target/deadline	Data source
Activities towards climate neutral transport in the BSR	No. of flagship projects promoting climate neutral transport in the	0	5	Programme databases
	Implementation of one (or possibly two) flagship process(es) covering the action	0	1/ latest 2022	Programme databases
Flagships ongoing or planned under this action Ongoing: EMMA Extension, COMBINE. De-carbonization (notional name) is discussed/planned.				
Project (s) and other action (s) planned under this action Strategic priorities in this action include: i) development of sustainable supply chain strategies as a multi-fuel approach in the BSR (considering alternative fuel such as LNG, CNG and H2); ii) developing and enabling modal shift actions from road to rail and inland waterway transport that also considers city logistics ; iii) steps towards climate neutral operations of terminals (harbours, dry ports, inland ports) ; iv) enabling and promoting a smooth integration of High Capacity Vehicles and Platoons in existing intermodal networks; v) development of regulatory framework for sustainable transport actions, considering border–crossing transport as well maritime and land–based transport; vi) developing and enabling of harmonised platforms to facilitate digital data exchange between public and private organisations.				

Action 3: Facilitate innovative technologies & solutions in the Baltic Sea region				
Description: The action will aim at facilitation (creation of added value) of a sustainable and efficient transport system in the Baltic Sea region requiring - along with infrastructural investments - also innovative measures dwelling on new technologies. The digitalisation, automation, 5G technology, Blockchain technology and synchro-modal transport solutions are key instruments to reduce bottlenecks, transport externalities and improve the utilisation of payload capacities along the supply chain. This should be achieved by regional stakeholders mobilising resources, which aim to optimise knowledge flows and spread the benefits of innovations to the entire macro regional (Baltic Sea region) economy. Realisation of Smart Specialisation (S3) policies is a great tool for the achievement of the above-mentioned goals. A preliminary survey of S3 in the Baltic Sea region (performed in 2019) revealed the necessity, first of all, to cooperate in creating innovative transport corridor management models and the autonomous controlled vehicles including their interconnection (internet of things) and connections with road infrastructure on the entire Baltic Sea region level.				
Timing: 2021-2027				
Indicator title	Value	Baseline	Target/deadline	Data source
Development of innovative technologies and	No. of thematic events and initiatives	0	Once a year	Minutes from the arranged thematic events

solutions for passenger and freight transport in the Baltic Sea region				
No of research papers		0	1/ latest 2024	Programme databases
Flagships ongoing or planned under this action MARA (ongoing), Smart specialisation (discussed / planned)				
Project (s) and other action (s) planned under this action Strategic priorities in this action include: i) to contribute to the research and build an integrated transport system spanning all modes of transport where people and businesses are provided with innovative and safe door to door mobility services; ii) to increase the knowledge generated by the applied science.				