Priority 3 description

Sustainable transport

Extract of the Cooperation Programme

Priority 3 description 'Sustainable transport' of Interreg Baltic Sea Region, a transnational European Territorial Cooperation Programme, for the period 2014 to 2020, part-financed by the European Regional Development Fund (ERDF), version 1.0.

This document is an extract from section two of the Interreg Baltic Sea Region Cooperation Programme, version 1, as adopted by the European Commission on 18 December 2014. Priority descriptions for the three thematic priorities have been extracted from the programme document as service to potential applicants under the respective thematic fields. The text presented in this document should be identical with the priority descriptions in section 2 of the Cooperation Programme. However, only the official Cooperation Programme is legally binding. Furthermore, the Cooperation Programme provides additional information relevant for applicants, e.g. about the programme strategy, indicators and horizontal principles. Therefore we strongly advice applicants who are preparing an application to the programme to read the full version of Cooperation Programme:
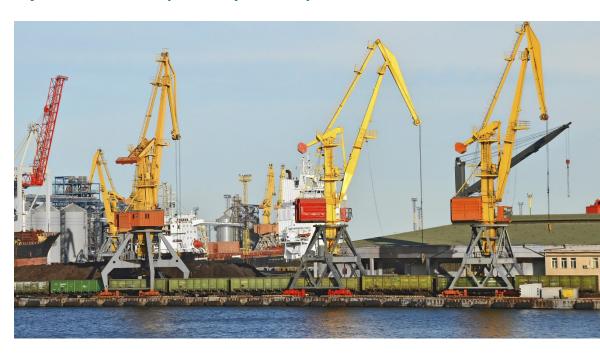interreg-baltic.eu/about-the-programme/main-documents.html

Specific objective 3.1 'Interoperability of transport modes'

To increase interoperability in transporting goods and persons in north-south and east-west connections based on increased capacity of transport actors.

The European Union, Trans-European Transport (TEN-T) network policy foresees the establishment of a comprehensive and a core network. Within the Baltic Sea Region major TEN-T projects are under development e.g. the Fehmarn Belt fixed link in the western, the Nordic Triangle axis in the north, Baltic-Adriatic Corridor in the south or the Rail Baltica axis in the eastern part of the BSR. TEN-T policy alone is not sufficient to accommodate the needs of the region. The action plan for EU Strategy for the Baltic Sea Region, EU-financed project "Baltic Transport Outlook 2030" (BTO 2030) with its "Baltic Sea Macro-Region Strategic Network" and projects of the Baltic Sea Region Programme 2007-2013 cooperating in transport cluster have identified that, due to Baltic Sea Region's specific geography and socio-economic challenges, there is a need for place-based approaches in Baltic Sea Region Transport policy.

In order to ensure the mobility of citizens and businesses, create good conditions for sustainable growth and territorial cohesion, and improve access to the Baltic Sea Region, a sustainable multimodal transport system is needed.

This network should complement the core and comprehensive TEN-T network and also take the transport network of the Northern Dimension and the national transport networks of Russia, Norway and Belarus into account. Examples of missing interoperability are an outdated geographic design of transport connections in the eastern BSR, different track gauges, safety and technical standards between BSR countries.

Not duplicating efforts by TEN-T policies and responding to specific transport needs in the Baltic Sea Region the programme aims to increase the efficiency of transporting goods and persons in north-south and east-west connections by increasing the capacity of transport actors in the field of interoperability. This includes cross-border movement of passengers and cargo on EU external borders. The programme will support the removal of "non-infrastructural" bottlenecks within transport corridors and activities easing administrative and technical obstacles to transport e.g. in the field of ICT. It will also support multimodal transport safety issues including protection from emergencies and accidents (including hazardous substances) associated with transport to reduce risk to human life and environment.

The programme will support project activities e.g. easing transport actors' operations outside of their national borders and reducing interruptions in the traffic flow. The well-developed shipping lines combined with effective port and port-hinterland infrastructure can be used as an element to connect the disrupted transport flows across the BSR. Especially in the eastern part of the BSR transportation of goods and persons is more common by road. The programme will support activities increasing the attractiveness of rail, inland waterways and maritime transport. Better coordination and inter-connections between the railway, road, maritime and inland shipping, port and airline sectors can help to increase sustainability and attractiveness of BSR transport. The integration of hinterland transport nodes to Baltic ports including dryports or airports for passengers should be the focus of attention.

Since TEN-T policy focuses on establishment of physical infrastructure of the core and comprehensive network, the Baltic Sea Region Programme aims to contribute in optimising the added value of the TEN-T core network corridors for sustainable regional growth. Thus the programme will focus on secondary and tertiary networks and how to link these networks to TEN-T Core Network Corridor in order to create positive synergies. Therefore, local and regional actors' capacities to raise their needs towards the corridor managers of the core network should be increased. In this respect, the programme might also support the BSR specific exchange between TEN-T stakeholder platforms of the core corridors crossing the Baltic Sea Region, if agreed with the respective

coordinators. To improve interoperability of other BSR transport corridors governance structures could be supported. Such structures would help to increase the capacities of national, regional, local and private transport actors in addressing green corridor issues; identifying bottlenecks in interoperability or ensuring harmonised regional, national, European and international transport infrastructure planning processes. Also, the identification of investment necessities could be at the core of these structures. The programme could support the initial establishment of regional platforms given convincing prospects for their sustainability in financial terms and involvement of relevant actors.

The programme area is not only affected by EU transport policy and transport networks but also by policy and networks of the Northern Dimension countries of Russia, Norway and Belarus. The programme will support the integration and bridging of TEN-T networks and the Northern Dimension Partnership on Transport and Logistic regional transport networks.

New project proposals should take into consideration achievements of Baltic Sea Region Programme 2007-2013 projects such as action plans on infrastructure, logistics and transport capacity in the Baltic Sea Region and green transport corridor concepts. These former achievements included innovative logistic solutions along main transport corridors including sea, and land as well as border crossings. The projects also compiled and analysed data on current and future transport flows. Besides, best practices in transport corridor stakeholder governance structures have been elaborated and shared.

Examples of actions:

- Improving joint infrastructure planning of the BSR Transport Networks (short and long-term) including border crossings;
- Addressing administrative and fiscal barriers to improve efficiency of cross-border movements of cargo on the external EU-borders;
- Simplifying customs procedures for vessels crossing international waters within the Baltic Sea by promoting Baltic Motorways of the Sea and Short Sea Shipping;
- Facilitating the development of regional hubs, multi-modal transport nodes, port and intermodal terminal capacity and integrating them with hinterland networks. This involves development of feasibility studies and/or pilot investments;
- Carrying out demonstration actions on greening of transport e.g. seed/experimental activities in technology, freight and passenger logistics;

- Facilitating the establishment of the efficient transport modes crossing multiple BSR countries and piloting efficient multimodal transport links. The improvement concerns interventions to upgrade organisational structures and transport related IT systems;
- Harmonising technical, safety, legal, organisational and other aspects of various transport modes and transport networks;
- Promoting and facilitating existing free transport capacities which do not solely rely on road transport in the eastern part of the BSR;
- Promoting and facilitating better connections between airport and rail infrastructure to improve air travel accessibility to regions;
- Establishing platforms which help to gather financing, planning, operating and other affected actors for improved management and governance of transport corridors;
- Developing solutions for emergencies and accidents associated with multimodal transport (including hazardous substances).

Main target groups:

- Public authorities/institutions responsible for transport at urban, local, regional and national level
- Enterprises (in particular transport, logistic and infrastructure providers / operators)
- Intergovernmental and international institutions
- Academic and research institutions
- NGOs

Geographical coverage:

The entire BSR with special focus on the main nodes along north-south and east-west connections. The programme also provides space for cooperation with actors outside the formal borders of the BSR to strengthen already existing networks.

Specific objective 3.2 'Accessibility of remote areas and areas affected by demographic change'

To improve the accessibility of the most remote areas and regions whose accessibility is affected by demographic change based on increased capacity of transport actors.

The BSR features some of the least accessible areas in Europe. These areas have difficult geographic conditions and are remote especially in the northern and eastern part of the BSR; and are characterised by extended land areas with low population density and many settlements on islands or mountainous regions. Islands and remote land areas are not accessible by common road transport and rely on either a functional maritime or air transportation system.

Other challenges relate to demographic change within the region. An ageing society requires adaptations of public and private transportation and the depopulation of rural areas in favour of larger agglomerations needs to be addressed. Given national and regional budgetary constraints new approaches in transport infrastructure and transport service maintenance need to be investigated. This knowledge then needs to be made available and to be absorbed by national, regional and local transport actors increasing their capacity to apply economically efficient solutions for ensured accessibility. The growing tourism within the region causes a higher demand for transport connections, as well as towards less accessible areas e.g. along coastal areas and islands. It should be considered an opportunity for future development.

Another opportunity for the northern regions of the BSR is the development of the Arctic area, which due to the changing climate conditions becomes more

favourable to shipping and other economic activities. For example emerging new Arctic transport corridors and the current international gas and oil extraction activities in the Arctic waters might create incentives and demand for improving transport connections of the adjacent areas to the Arctic. This will increase the accessibility of the northern regions of the BSR. At the same time, however, due to the fragile eco-system in the Arctic the sustainability of any economic activity needs to be carefully considered.

The programme will support projects which build on the above listed opportunities, pooling actors and resources for improvement of accessibility. It will support project activities helping to maintain accessibility by use of affordable transport infrastructure and service provision e.g. via public/private pooling services and demand responsive transport services. New concepts and ideas are welcome in this objective on most remote areas and areas whose accessibility is affected by demographic change. Even though previous projects and initiatives have undertaken first attempts to address these accessibility issues, there still is a need for further solutions.

New project proposals should take into consideration achievements of the Baltic Sea Region Programme 2007-2013 projects that facilitated better accessibility of remote areas in the BSR.

Examples of actions:

- Developing and implementing mobility management schemes so that the existing transport infrastructure and transport services could be used more efficiently and be more user-friendly;
- Developing and applying models/pilots for financing operation and maintenance of essential transport infrastructure;
- Developing and implementing new transport service models to ensure accessibility;
- Developing and implementing strategies for improved transport links to exploit the potential of economic and tourism activities (considering ecological questions);
- Developing and implementing strategies to exploit the potential of economic and transport activities in the Arctic region for better accessibility.
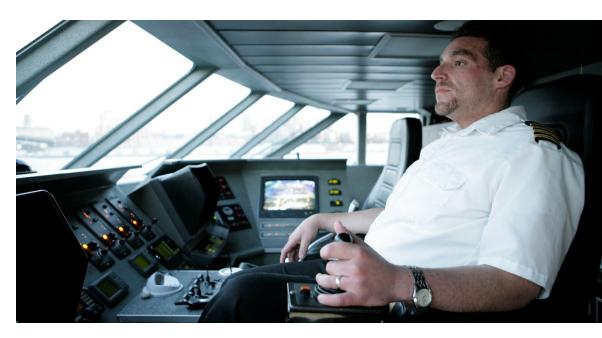
Main target groups:

- Public authorities/institutions responsible for transport at urban, local, regional and national level
- Enterprises (in particular transport, logistic and infrastructure providers / operators)
- Intergovernmental and international institutions
- Academic and research institutions
- NGOs

Geographical coverage:

The entire BSR with special focus on areas affected by demographic change. The programme also provides space for cooperation with actors outside the formal borders of the BSR to strengthen already existing networks.

Specific objective 3.3 'Maritime safety'

To increase maritime safety and security based on advanced capacity of maritime actors.

In the BSR, maritime transport constitutes an important backbone for the trade. At any given moment, there are about 2,000 ships in the Baltic Sea. This heavy traffic flows within narrow straits and in shallow waters, covered with ice for a long period of the year, making the Baltic Sea difficult to navigate and increasing the risk of shipping incidents.

The harsh climate conditions featuring low temperatures and ice formation in particular on the northern parts of the programme area put additional strain on the maritime transport shipping personnel and their equipment. Maritime safety depends to a large extent on the competencies and capacities of the seafarers.

The programme supports projects that increase capacity of maritime actors to develop new, promote and/or introduce in practise available solutions for safer sea navigation. This among other things might include reaching commitments from decision makers, e.g. supporting harmonized implementation of international maritime safety and security regulations. The programme strengthens cooperation among maritime actors in sharing of knowledge, experiences and best practises, for example in oil spill capacity. Furthermore, actions adapting maritime spatial planning, guiding and surveillance systems will be supported. The technological development in e.g.

e-Navigation enables safer navigation, however, it will require new infrastructure on land. The programme supports planning of such infrastructure and carrying out pilot actions for its implementation. All in all project proposals should contribute to implementation of actions set in the HELCOM Baltic Sea action plan and the action plan for the EU Strategy of BSR.

Measures undertaken so far, for example by the BSR programme projects EfficienSea, BRISK and Baltic Master II as well as by the project Monalisa under the Motorways of the Sea programme, have had a positive effect on the safety of navigation.

Examples of actions:

- Harmonising interpretation and implementation of safety codes, standards and regulations;
- Implementing advanced technologies for maritime safety and security, e.g. implementing e-Navigation, automatic identification systems;
- Deploying dynamic risk assessment systems for vessels entering the Baltic Sea;
- Developing comprehensive security risk assessment for the entire Baltic Sea;
- Piloting solutions for risk prevention and response measures e.g. implementing joint exercises;
- Developing self-regulative maritime safety, especially among smaller shipping companies in which private actors voluntarily improve the safety of their operations (linked to e.g. corporate social responsibility or eco-labelling);
- Improving education and training systems for seafarers in order to increase their competence and motivation and the attractiveness of this profession;
- Enhancing integrated maritime surveillance.

Main target groups:

- Public authorities/institutions responsible for planning, maritime administration, environmental protection, prevention and response measures at sea and on land in case of major emergencies
- Enterprises (in particular shipping, logistic and infrastructure providers / operators)
- Rescue services
- Academic and research institutions
- NGOs, in particular related to environmental protection

Geographical coverage:

The entire Baltic Sea and its coastal area. Whenever relevant cooperation with the North Sea Region is encouraged.

Specific objective 3.4 'Environmentally friendly shipping'

To enhance clean shipping based on increased capacity of maritime actors

In spite of being economically cheap and environmentally friendly if measured in tons of transported goods, shipping also has negative effects on the environment, including emissions into the atmosphere, noise emission, illegal and accidental discharge of oil, hazardous substances or other wastes as well as introduction of invasive species in ships' ballast water and hulls.

In 2011 International Maritime Organization (IMO) designated the Baltic Sea as a special area under Annex IV Prevention of Pollution by Sewage from Ships of the International Convention for Prevention of Pollutions from Ships (MARPOL). According to IMO all sewage discharge from passenger ships in the Baltic Sea are prohibited unless the ship uses an approved sewage treatment plant capable of sufficiently reducing nutrients, or delivers untreated sewage to a port reception facility. The coastal countries shall report to IMO once the sewage reception facilities in the Baltic Sea ports fulfill the criteria of adequacy, before the "special area" regulations will take effect on 1 January 2016 at the earliest. In addition, HELCOM has agreed on a roadmap according to which the wastewater reception capacity of ports in the Baltic Sea area has to be improved.

Furthermore, the Baltic Sea was designated by IMO as the first Special SOx Emission Control Area (SECA) putting stricter limits on sulphur emissions under the MARPOL Convention1 (Annex VI). The limits applicable in Baltic for SOx and particulate matter were reduced to 1%, beginning of 1 July 2010 (from original 1.50%) being further reduced to 0.10% effective from 1 January 2015. This means that, ship owners need to change the types of fuel or install exhaust gas cleaning in ships. However, the demanding new emission standards could be an incentive for the development of new, clean and safe shipping technologies, also to be exported globally.

Furthermore, the inland waterways sector also needs further consideration, if it is to be included effectively in the pursuit of environmentally-friendly shipping. Incentives for inland shipping operators to invest into more modern equipment should be explored. Taking into consideration the above, the programme supports building capacity of maritime and inland shipping actors to mitigate actions for eliminating the negative consequences and stimulate the needed change in ships, fuel technology and infrastructure. Furthermore, the programme aims to build capacity of maritime actors to increase environmentally friendly shipping. This, among other things, might involve development and implementing the set of actions that reduce emissions into the atmosphere, the sea, and noise from shipping; piloting the use of alternative fuels for ships. The programme also supports small and medium size Baltic ports to meet their challenges. The actions should contribute to implementation the HELCOM Baltic Sea action plan and the action plan for the EU Strategy of the BSR.

New project proposals should take into consideration achievements of the Baltic Sea Region Programme 2007-2013 projects that developed proposals for cleaner shipping in the BSR and carried out studies with regard to the sulphur directive.

Examples of actions:

- Facilitating and implementing actions that lead to reduce emissions into the atmosphere, the sea, and noise from shipping;
- Developing voyage related information sharing enabling ships to proceed at economical speed for optimum arrival resulting in fuel savings.

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[1] MARPOL is an International Convention for the Prevention of Pollution from Ships adopted in 1973 and modified by the Protocol of 1978. Annex VI Regulations for the Prevention of Air Pollution from Ships establishes certain sulphur oxide (SOx) Emission Control Areas with more stringent controls on sulphur emissions

Facilitating the development of the port reception facilities for ship generated waste and shore-side electricity supply. This might involve development and implementation of demonstration actions on joint standards for waste handling in the BSR ports;

- Implementing pilot actions/demonstration on retrofitting existing ships with new technologies for improved environmental performance;
- Piloting the adequate support structures for use of Liquefied Natural Gas (LNG), biofuels or other alternative fuels for ships;
- Evaluating risks and identifying the best practices in use of LNG fuelled ships;
- Developing oil contingency plans including financial mechanisms for their implementation;
- Implementing activities that facilitate the implementation of the EU sulphur directive, for example, assessing the impacts on marine environment and human health (in the EU part of the programme area);
- Piloting measures for clean inland shipping (rivers, lakes);
- Piloting and promoting the use of new technologies to ensure safe, efficient and environmentally friendly transport;
- Piloting and promoting the improvement to port reception facilities for ship-generated waste.

Main target groups:

- Public authorities/institutions responsible for planning, maritime administration, environmental protection, prevention and response measures at sea and on land in case of major emergencies
- Enterprises (in particular shipping, logistic and infrastructure providers / operators)
- Rescue services
- Academic and research institutions
- NGOs, in particular related to environmental protection

Geographical coverage:

The entire Baltic Sea and its coastal area and inland waters. Whenever relevant, cooperation with North Sea is encouraged. The programme also provides space for cooperation with actors outside the formal borders of the BSR to strengthen already existing networks.

Specific objective 3.5 'Environmentally friendly urban mobility'

To enhance environmentally friendly transport systems in urban areas based on increased capacity of urban transport actors

According to the EU White paper urban transport is responsible for about a quarter of CO_2 emissions from transport. The gradual phasing out of 'conventionally-fuelled' vehicles from the urban environment is a major contribution to significant reduction of oil dependence, greenhouse gas emissions and local air and noise pollution. This transition will have to be complemented by the development of fuelling/charging infrastructure for new vehicles. A higher share of travel by collective transport can increase density and frequency of service. Facilitating walking and cycling should be an integral part of urban mobility and infrastructure design. Introduction of alternative propulsion systems and fuels in particular can be suitable for large fleets of urban buses, taxis and delivery vans. These could make a substantial contribution in reducing the carbon intensity of urban transport while providing a test bed for new technologies and opportunities for early market deployment.

Cities will have to adopt their infrastructure and transport systems to reduce carbon emissions. They will also need to develop cleaner and more efficient forms of transport and innovative mobility patterns, which maximize the use of clean and energy efficient vehicles and non-motorized transport. Transport efficiency should be supported by development of traffic management

systems to improve cost efficiency and safety, reduce environmental impact and to allow greater interoperability between transport modes.

The programme funds actions supporting transition from a primarily car based personal mobility to a mobility based on high quality public transport, less-used and cleaner passenger vehicles as well as walking and cycling. The interfaces and links between urban, inter-urban transport and commuting from other areas to urban areas should be taken into account. The actions should support multi-modality in urban passenger transport. Public services should be forerunners when implementing clean fuel strategies.

The programme does not support local actions. Exchange of experience can be part of projects, however, partners should go beyond and ensure that their actions increase the use of environmentally friendly and low carbon transportation in BSR cities. This involves promoting acceptance of decision makers, attracting investments, setting up new regulations or transport plans and piloting new transport solutions.

New project proposals should take into consideration achievements of the BSR 2007-2013 namely piloting of introduction of biogas buses in the selected urban areas of the BSR.

Examples of actions:

- Developing sustainable urban mobility policies/plans that provide a comprehensive framework for the development of integrated and sustainable transport systems;
- Auditing of urban transport systems to evaluate the performance of passenger and freight transport, and to identify the main bottlenecks;
- Developing and setting up urban mobility management systems as part of low-carbon transport strategies;
- Optimising urban logistics, e.g. improving transport flow management and monitoring;
- Piloting the use of hybrid or alternative fuel such as biogas or other environmentally friendly energy;
- Piloting the use of vehicle fleets with higher energy efficiency and less emission in urban areas;
- Promoting an attractive market for clean and energy-efficient road transport vehicles through, e.g. introducing Green Public Procurement schemes;
- Piloting and demonstrating the mobility management in cities to manage the demand for car use by changing attitudes and travel plans;

- Piloting and demonstrating the development of the intelligent transport systems for urban mobility.

Main target groups:

- Public authorities/institutions responsible for urban transport, planning and environmental protection
- Enterprises (in particular transport, logistic and infrastructure providers / operators)
- Academic and research institutions
- NGOs

Geographical coverage:

BSR cities and towns and their agglomeration areas.