

VASAB Long-Term Perspective  
for the Territorial Development of the Baltic Sea Region

# A Call for Joint Actions

# Towards better territorial integration of the Baltic Sea Region and its integration with other areas of Europe

*“Spatial planning is more than ever a cross-sectoral exercise and needs involvement of many actors. The array of actions in the Long Term Perspective can only be identified, decided upon and implemented in close co-operation with other pan-Baltic organisations and partners from public as well as private sector. Common efforts are needed to fulfil them. Therefore, the Long Term Perspective is also a call to the pan-Baltic organisations, institutions as well as national and regional authorities to co-operate in a transparent and efficient way.”*

*Vilnius Declaration, Lithuania, October 16, 2009*

The VASAB Long Term Perspective (LTP) for the territorial development of the Baltic Sea Region, prepared for the period till 2030, was presented at the 7th VASAB Ministers Conference in Vilnius, Lithuania on October 16, 2009.

The Ministers were made aware of the necessity of co-operation on spatial planning and development in compliance with such challenges as climate change, energy efficiency, urbanisation, maritime spatial planning, as well as economic performance of the Baltic Sea Region as a European macro region in a global setting. The remains of the political divide of Europe are still reflected in the disparities between the countries in the Baltic Sea Region, and spatial planning co-operation can be an effective instrument in abolishing these disparities as rapidly as possible. Therefore Ministers welcomed the new VASAB Long-Term Perspective for the Territorial Development of the Baltic Sea Region.

VASAB Long Term Perspective is a transnational strategic spatial planning document on territorial integration, which leads to territorial cohesion in the Baltic Sea Region. The document highlights the present territorial development trends and challenges, and presents a long-term perspective for the Region, with focus on urban networking and urban rural relations, accessibility and management of the Baltic Sea. It sets policy guidelines and an action plan of transnational relevance, which spatial planning systems, tools and methods are capable to influence, for stimulating territorial development potentials and overcoming the existing gaps.

The documentation for the Long Term Perspective has been prepared in a period of economic growth. Yet the global financial and subsequently economic crisis strengthens the requirement for common transnational actions in the Baltic Sea Region, which can stimulate further convergence processes, improve coherence and competitiveness, and be conducive to the further development of the Region.

*Heads of Delegations at VASAB 7th Ministerial Conference in Vilnius, Lithuania on 16 October 2009*

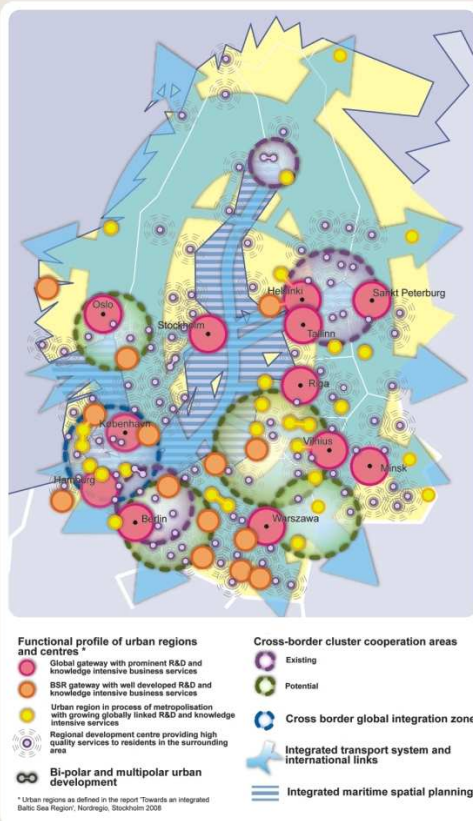


## Territorial cohesion perspective of the Baltic Sea Region in 2030



In 2030 the Baltic Sea Region is a well-integrated and coherent macroregion. It has overcome the socio-economic development divides between its individual parts and turned the global challenges into assets.

It is regarded a model for successful implementation of the territorial cohesion policy and effective cooperation between the European Union countries and the neighbouring countries for the development of a transnational area.



It features a well-balanced setup of metropolitan centres, which act as the global and the BSR gateways, and small and medium-sized cities and towns, which secure a high quality of life for their residents in both urban and rural areas.

It accounts for fast, reliable and environmentally efficient technologies of transport, information and communication that link the territories along and across the Baltic Sea, making the community of the Baltic Sea Region well-connected and highly accessible in the contacts both internally and with the outside world.

It has an integrated energy production and supply system with well-diversified sources of energy, including renewable energies.

It is a veritable European sea macroregion, which demonstrates an integrated land and sea-space planning and management. The Baltic Sea is acknowledged as a common asset and a development resource of all the countries, and the maritime spatial planning principles alleviate the potential sea use conflicts for the present and future generations.

VASAB - Visions and Strategies around the Baltic Sea 2010 - is a co-operation of ministers responsible for spatial planning and development of 11 countries of the Baltic Sea Region: Belarus, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, the Russian Federation and Sweden.

The highest decision making body of VASAB is the Ministerial Conference. During the periods between the ministerial conferences VASAB is steered by the Committee on Spatial Planning and Development of the Baltic Sea Region (CSPD/BSR) composed of representatives of respective BSR ministries and regional authorities of Russia and Germany. VASAB chairmanship is one year long and is based on the CBSS chairmanship rotation principle.

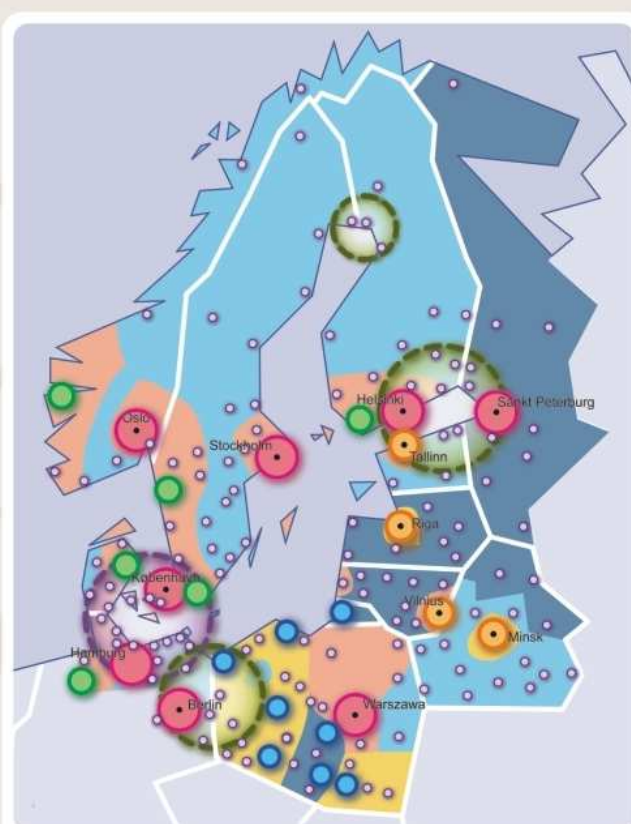
# 2030



## Promoting urban networking and urban-rural co-operation

*"A cooperation strategy is needed for the metropolitan areas in order to develop a strong Baltic Sea Region brand. Territorial divides should be overcome by building on the potentials of urban networking, as well as urban-rural cooperation and partnership. The development gap between Eastern and Western parts can be diminished by supporting cluster development. Potentials of small and medium sized cities and rural areas – close to metropolises but also in their wider vicinity – should be utilized to connect the Region with the global networks. Responsibility of metropolises for spatial development of the whole Region should be strengthened. North-West Russia should be better integrated with the other parts of the Region."*

*Vilnius Declaration, Lithuania, October 16, 2009*



### Functional profile of urban regions and centres\*

- Globally integrated metropolitan area with prominent R&D and knowledge intensive business services
- Globally oriented metropolitan area with shortcomings in business services and international functions
- Urban region in process of metropolisation with growing globally linked R&D and knowledge intensive business services
- Urban region in process of metropolisation with shortcomings in quality of business services and international functions
- Regional development centre

\* Urban regions as defined in the report 'Towards an integrated Baltic Sea Region', Nordregio, Stockholm 2008

### Development needs for urban-rural territories

- Need for municipal service adjustments and local revival policies (cities and rural areas in decline)
- Need for enhanced urban-rural partnership (growing mid-sized cities surrounded by rural areas in decline)
- Need of balanced development (Suburbanisation trends around urban centres, shrinking rural areas)
- Need for integration and harmonisation (Growing urban regions and surrounding rural area)

### Cross-border cluster cooperation areas

- Existing
- Potential

## LTP policy guidelines and specific actions to promote urban networking and urban - rural cooperation:

*Metropolises need to play a strategic role in mobilising the Baltic Sea Region's potential for stronger international services*

### Action Agenda 1

Develop and implement a BSR cooperation strategy for the metropolitan areas of the whole Region by involving relevant urban cooperation actors (e.g., business support organisations, investment agencies, marketing agencies and national / regional authorities, etc.).

Time perspective: Short / medium

Possible leading stakeholder: Baltic Metropolises Network (BaltMet)

*Breaking the east-west divide pattern in the innovation performance requires a joint network action of the BSR metropolises and stimulation of cluster development in more peripheral areas*

### Action Agenda 2

Implement transnational networking actions to connect the research and development potentials of the eastern and western BSR metropolises and thereby to enhance the innovation potential of the Region.

Time perspective: Short

Possible leading stakeholder: Baltic Metropolises Network (BaltMet)

### Action Agenda 3

Map the territorial cluster potentials of non-metropolitan areas in North-West Russia and Belarus and develop measures for facilitating the knowledge and technology transfer to these territories.

Time perspective: Short / medium

Possible leading stakeholder: Nordic Council of Ministers, Council of the Baltic Sea States (CBSS)

*Integration processes in the BSR will be strengthened by making use of the strategic plans of Saint Petersburg to become a world city*

### Action Agenda 4

Develop the measures for harmonising the investment plans

of Saint Petersburg with the macroregional economic integration needs.

Time perspective: Short

Possible leading stakeholder: Baltic Metropolises Network (BaltMet)

*Potential of the small and medium-sized cities and towns in the metropolitan areas should be better exploited to connect the Baltic Sea Region with the global networks more efficiently*

### Action Agenda 5

Create and spread within the BSR a model solution on using a stakeholder approach in enhancing the potential of small and medium-sized cities and towns within the metropolitan areas as international centres of innovation and specialised services.

Time perspective: Medium

Possible leading stakeholder: Baltic Metropolises Network (BaltMet), Union of the Baltic Cities (UBC)

*While institutional and cultural cooperation between all BSR countries is on the good track, a key solution for integrating North West Russia into the economic system of the Baltic Sea Region is to provide incentives for creation of economic clusters at the subregional scale*

### Action Agenda 6

Consider launching cross-border cluster cooperation initiatives with North-West Russian entities in the economic branches with high BSR integration potential.

Time perspective: Short

Possible leading stakeholder: Regional authorities, science and academic sector, business support structures and business representatives (triple helix partnerships) from the territories along the Russian border

*Overcoming of the urban-rural divide in the BSR is only feasible through enhanced cooperation and partnership, and through developing the local capacities for change*

### Action Agenda 7

Launch joint transnational and cross-border initiatives to combine the development of metropolitan areas and their rural surroundings in a better way.

Time perspective: Short/medium

Possible leading stakeholder: Project New Bridges (co-funded by the Baltic Sea Region Programme 2007-2013) in communication with relevant national, regional and local authorities around the BSR

### Action Agenda 8

Activate transnational networking initiatives to facilitate the foreign direct investments into small and medium-sized cities outside the metropolitan areas, based on the documented success stories in the BSR and other macroregions.

Time perspective: Short/ medium

Possible leading stakeholder: Baltic Sea Chambers of Commerce Association (BCCA)

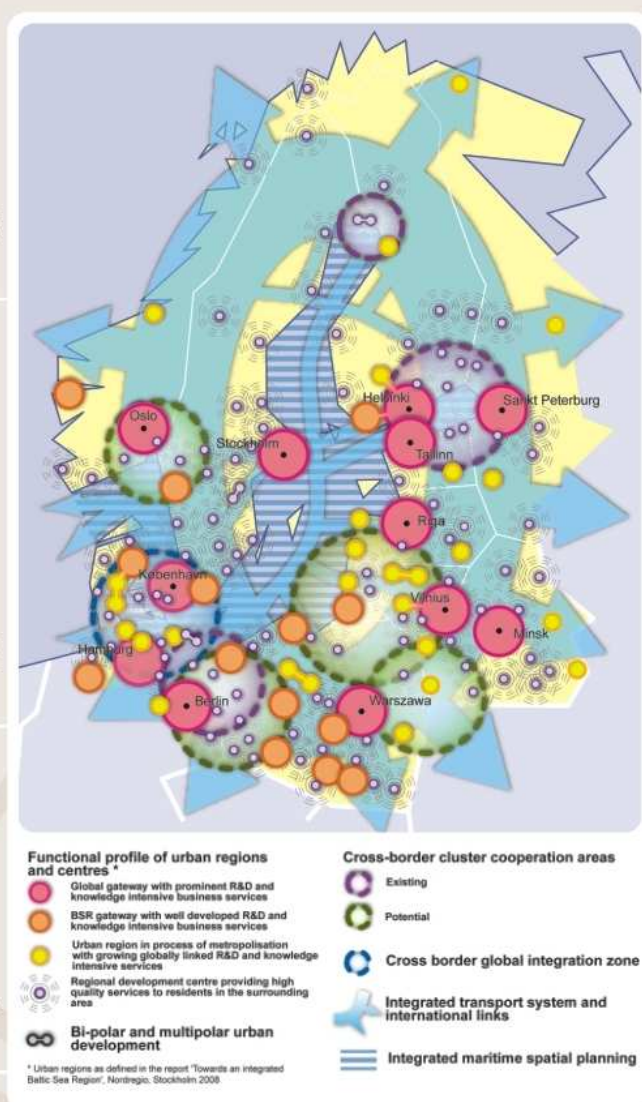
*Social cohesion problems caused by the demographic trends and labour force movement in the Baltic Sea Region should be addressed with a policy response at the pan-Baltic level*

### Action Agenda 9

Organise a pan-Baltic conference to work out measures for counteracting the impact the demographic trends and labour market development have on the urban-rural polarisation and social cohesion in the Region.

Time perspective: Short

Possible leading stakeholder: VASAB in cooperation with relevant stakeholders



2030: Territorial development perspective



## Improving internal and external accessibility

*Accessibility links are still missing or are inadequate mainly because of the former East-West divide. The situation should be improved in short term, which would positively influence spatial development of the eastern part of the Region and territorial cohesion of the Region and Europe. While overcoming the negative spatial effects and improving territorial cohesion, there is a particular need for fast road and rail connections between the Region and Central and Western Europe, above all – connections from the Eastern part of the Region to Western Europe by the Rail Baltica and Via Baltica. There is also a need of improving connectivity in the northern parts of the Region and connections to the South and East. Rapid implementation of the Motorways of the Baltic Sea is necessary in order to make full use of the potentials of an integrated and sustainable transport network. The EU Trans-European transport networks (TEN-T) and the EU Strategy for the Baltic Sea Region should be implemented and the EU transport network needs to be better linked with the neighbouring countries.”*

*Vilnius Declaration, Lithuania, October 16, 2009*



### Development needs for transnational transport connections

- Rail / Via Baltica
- West-East road and rail links
- North-South road and rail links
- West-East routes in the northern periphery
- Seaport connection
- Motorway of the Baltic Sea

### Need for enhancement of cross-border links

- within the EU Territory
- on external EU borders
- Area of low accessibility related to larger cities

## LTP policy guidelines and specific actions to improve internal and external accessibility:

*Inefficient transport connections across the borders impede a tighter integration of the regional and national economies around the Baltic Sea and ability of the Baltic Sea Region's infrastructure to serve the intercontinental flows*

### Action Agenda 10

Address the obstacle of cross-border deficits in primary (TEN-T) and secondary (interregional connections) transport networks of the BSR countries for developing transborder labour markets in the Region.

Time perspective: Medium/ long

Possible leading stakeholder: Leaders of strategic transport development actions at the pan-Baltic level; VASAB to initiate dialogue with the relevant stakeholders, such as the European Commission

### Action Agenda 11

During the revision of the EU transport policy and follow-up work on the EU Strategy for the Baltic Sea Region, consider the following examples of road and rail links, the current state of which pose the challenge for the integration of transport networks in the BSR from the macroregional perspective:

- The Rail Baltica corridor (connecting Saint Petersburg, Finland, Estonia, Latvia, Lithuania and Poland with western EU Member States), as it builds the backbone for the integrated railway system in the eastern part of the BSR;
- Corridor 1A of the TEN-T network connecting seaports of Gdansk, Kaliningrad and Riga, and its western extension towards Szczecin, as they allow for a better integration of Kaliningrad region with the neighboring EU territories and

improve accessibility of the regions on the southeastern shores of the Baltic Sea;

- North-South routes from Scandinavian countries via Central Europe (eastern Germany, Poland) to the Adriatic Sea, as they support more efficient transport services between the Baltic Sea Region and other European macroregions and help develop markets along the corridor;
- Road connections in some key cross-border areas within the EU territory, e.g., between Germany and Poland in the vicinity of Szczecin and between Poland and Lithuania in the vicinity of Suwalki, as they stimulate the formation of cross-border labour markets, such as the already developed ones in the Oresund area and between Tornio in Finland and Haparanda in Sweden, or in the process of development between Helsinki and Tallinn;
- Road connections and border crossing infrastructure on the external EU borders, including the sections of Narva (Estonia-Russia), Kaliningrad-Gdansk, Vyborg-Imatra (Russia-Finland), Terehova-Burački, Grebneva-Ubiľinka and

Vientuļi-Ludonka (Latvia-Russia), as well as between Norway and Russia (Kirkenes-Murmansk), to promote harmonisation of the transport networks between the EU and Russia;

- Road and rail links from the ports of Lithuania, Latvia, Estonia and Finland to Russia and Belarus with the extension to the Far East, Central Asia and the Black Sea region to ensure reliable Eurasian transport connections and services;
- Tallinn-Saint Petersburg and Kaliningrad-Klaipeda rail links to secure a good connection between the TEN-T and Russian networks in the context of EU-Russia-Far East transshipments and thereby to enhance the integration of North West Russia into the Baltic Sea Region;
- East-West routes in the Northern Periphery area (such as Barents Link, North East Cargo Link and Northern Maritime Corridor) to connect the natural resources rich Barents Region with the large markets of North America and the European mainland, and to provide a better access of these territories to the cargo facilities.

Time perspective: Medium/ long

Possible leading stakeholder: EU Commission (DG TREN, DG REGIO) in cooperation with Northern Dimension Transport and Logistics Partnership

*Air and maritime transport complement each other well in securing transfer of goods and people-to-people contacts in the Baltic Sea Region, yet some missing or inefficient connections should be placed on the pan-Baltic political agenda*

### Action Agenda 12

In the EU Strategy for the Baltic Sea Region and its follow-up work, consider the following air transport issues of relevance to the BSR territorial cohesion:

- East-West connections in the northern and eastern parts of the BSR (including the city of Murmansk), the scarcity of which reduce the potential for interaction between the peripheral regions;
- low connectivity of Hamburg and Berlin to other BSR metropolises;
- low frequency of transport services between the metropolises in the eastern part of the BSR, including Kaliningrad.

Time perspective: Short/ medium

Possible leading stakeholder: EU Commission (DG TREN, DG REGIO)

### Action Agenda 13

Monitor the trends in airborne connectivity of the BSR metropolises and report about the prevailing shortcomings and the possible improvement measures at the transnational political meetings

Time perspective: Long

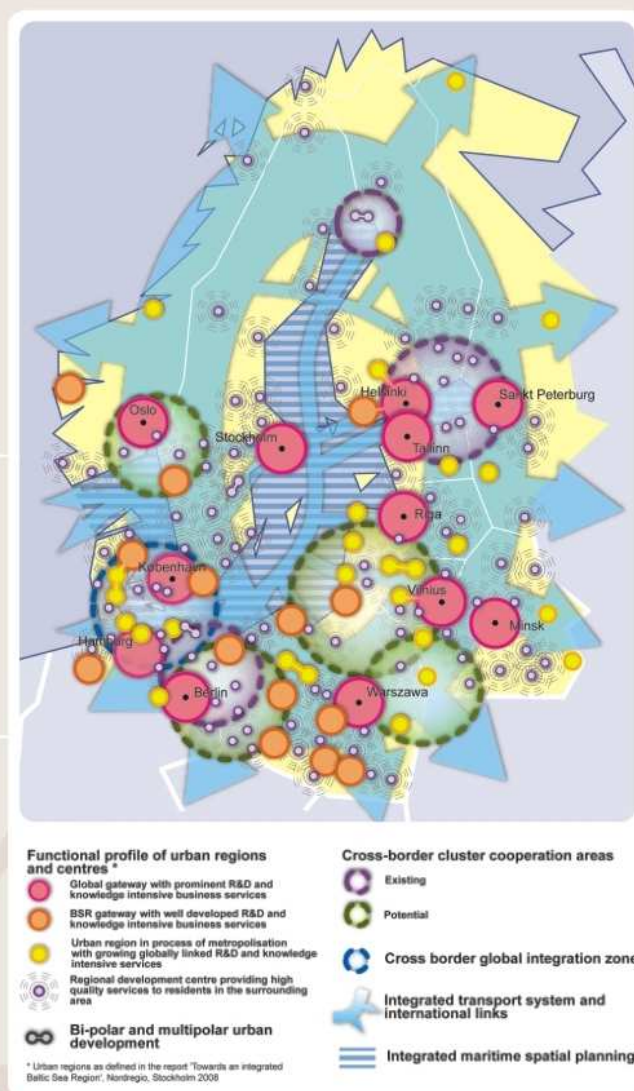
Possible leading stakeholder: VASAB

### Action Agenda 14

Develop the Motorways of the Sea in the Baltic Sea Region as a systemic solution to enhance the cross-border scale integration and a transfer of goods between the EU, the eastern neighbours, Central Asia and the Far East. Consider in the revised EU transport policy the extension of the Baltic Sea Motorways system to include further short-sea links between the EU ports, as well as connections from the EU ports to Kaliningrad and Saint Petersburg.

Time perspective: Medium/ long

Possible leading stakeholder: EU Commission (DG TREN)



2030: Territorial development perspective

### Action Agenda 15

Initiate work on the intelligent sea transport corridors in the BSR (separated and electronically monitored traffic routes) by activating at least one pilot project for a corridor with high traffic volumes in an environmentally sensitive area.

Time perspective: Short/ medium

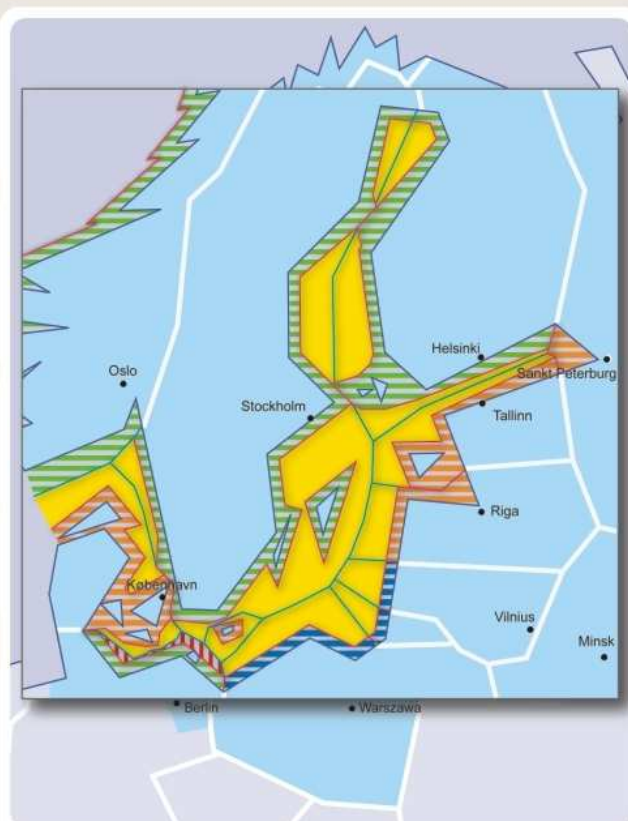
Possible leading stakeholder: Council of the Baltic Sea States (CBSS)



## Enhancing maritime spatial planning and management

*"The Baltic Sea environment and the sustainable use of the sea resources needs to be supported through an integrated land and sea space planning and management. This is a common Baltic responsibility and should be shared by all countries in the Baltic Sea Region and relevant national sectoral policies. A common Baltic approach for Maritime Spatial Planning should be discussed and tools and methods of such planning developed. Enhanced co-operation is necessary in the field of capacity building actions to ensure exchange of experience, to promote education and to increase competence in Maritime Spatial Planning."*

*Vilnius Declaration, Lithuania, October 16, 2009*



### Territorial Waters

- ▨ Existing sea space planning
- ▨ Pilot examples of sea space planning
- ▨ Sea space planning recommended

### Division of sea space

- Border of territorial waters
- Border of Exclusive Economic Zone

### Exclusive Economic Zones

- ▨ Existing sea space planning
- ▨ Sea space planning recommended

### LTP policy guidelines and specific actions to enhance maritime spatial planning and management:

*Protecting the Baltic Sea environment and securing sustainable use of the sea resources requires integrated planning and management actions by all BSR countries and relevant sectors of economy*

#### Action Agenda 20

Arrange a BSR conference together with relevant stakeholders in order to develop a common approach for the Baltic Sea Maritime Spatial Planning.

Time perspective: Short

Possible leading stakeholder: VASAB and HELCOM

#### Action Agenda 21

Prepare and implement demonstration projects for some Baltic Sea areas of severe use conflicts (e.g. the Gulf of Finland, the Gulf of Riga, Norra Kvarken, southern part of the Gulf of Bothnia, including the archipelagos, the Danish straits, and offshore areas south and east of Oland and Gotland, as well as other appropriate Baltic Sea locations).

Time perspective: Short/ medium

Possible leading stakeholder: VASAB and HELCOM

*The Baltic Sea Region has a potential to become a model region for the implementation of the EU Maritime Policy*

#### Action Agenda 22

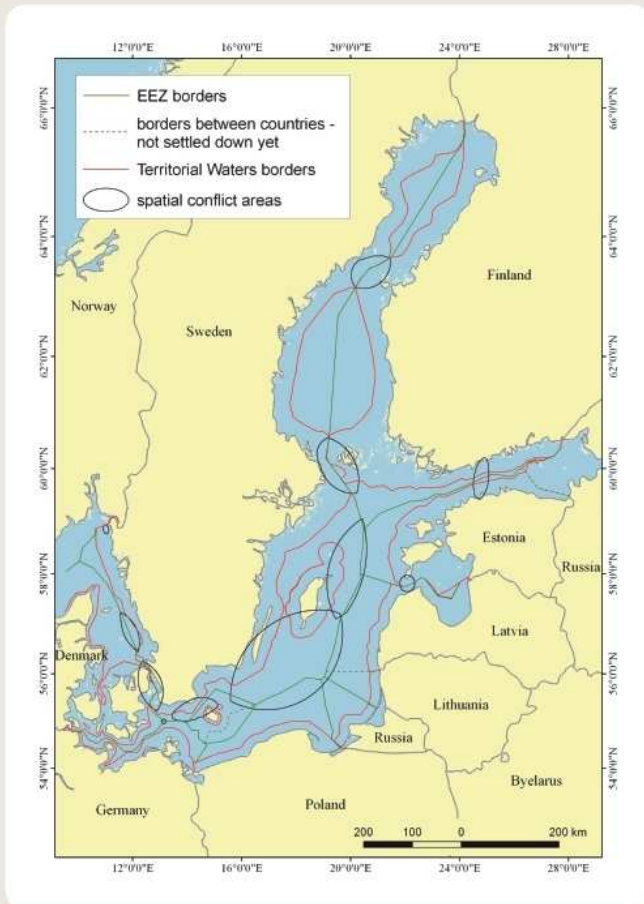
Initiate joint capacity building actions in maritime spatial planning to ensure exchange of experience, promote education availability and to increase competence in that field at the BSR level.

Time perspective: Short/ medium

Possible leading stakeholder: Baltic University Programme (BUP)

## Areas of the sea space use conflicts in the Baltic Sea

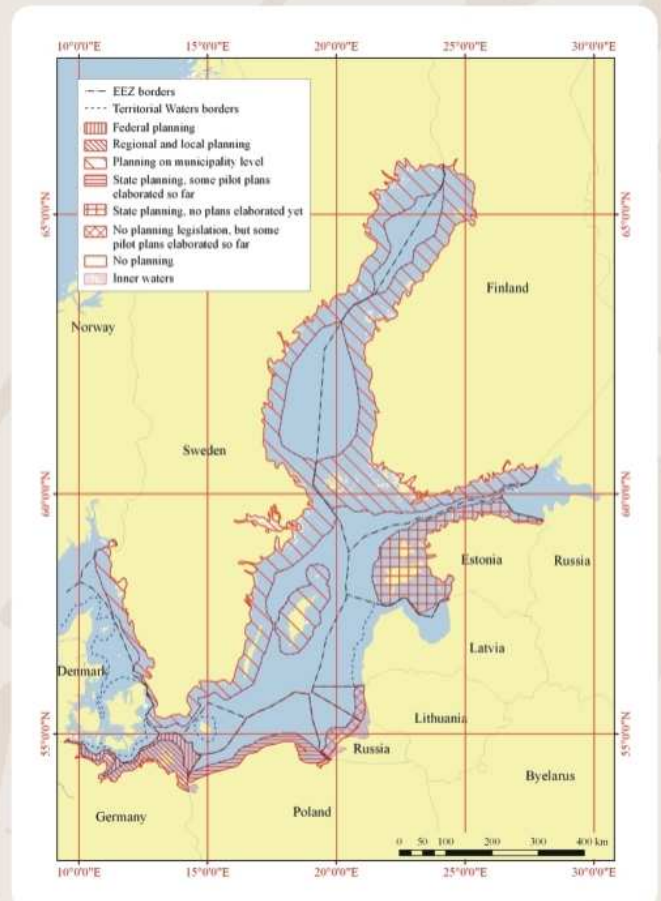
The contradictory interests of different stakeholders in the Baltic Sea resources and the subsequent use conflicts cannot be solved by each BSR country alone. This applies also to the principle of securing safe navigation to avoid incidents detrimental to the marine environment. They require a pan-Baltic approach, based on a clear vision, goals and principles for planning and management of the sea space. Such an approach should employ a cross-sectoral involvement and dialogue between the political bodies of all levels, to follow land-based examples in preventing similar types of conflicts.



Source: National reports from the Baltic Sea Region countries

## Maritime spatial planning governance in the Baltic Sea Region

Planning and management of the sea space should be harmonised with the statutory planning and management of the adjacent terrestrial areas due to obvious interlinkages between the land and offshore activities. This postulate requires not only mere legislation changes, but, first of all, the transfer of appropriate knowledge and experience of terrestrial planning and management in order to build capacity of sea planning and management institutions. Linking of the planning and management on the land and sea should be done at different levels of territorial administration, together with installing proper management instruments related to each other.



Source: National reports from the Baltic Sea Region countries



## VASAB CSPD/BSR CONTACTS

*VASAB CSPD/BSR members  
at VASAB 7th Ministerial Conference*



**BY: Ministry of Architecture and Construction**

Visit: [www.mas.by](http://www.mas.by)



**DK: Ministry of the Environment**

Agency for Spatial and Environmental Planning

Visit: [www.blst.dk](http://www.blst.dk)



**EE: Ministry of the Interior**

Visit: [www.siseministeerium.ee](http://www.siseministeerium.ee)



**FI: Ministry of the Environment**

Visit: [www.ymparisto.fi](http://www.ymparisto.fi)



**DE: Federal Ministry of Transport, Building and Urban Affairs**

Visit: [www.bmvbs.de](http://www.bmvbs.de)

Federal Office for Building and Regional Planning

Visit: [www.bbr.bund.de](http://www.bbr.bund.de)

Mecklenburg-Vorpommern: Ministry for Transport, Building and Regional Development

Visit: [www.regierung-mv.de](http://www.regierung-mv.de)

Schleswig-Holstein: Ministry of the Interior

Visit: [www.schleswig-holstein.de](http://www.schleswig-holstein.de)



**LV: Ministry of Regional Development and Local Government**

Visit: [www.rapl.m.gov.lv](http://www.rapl.m.gov.lv)



**LT: Ministry of the Environment**

Visit: [www.am.lt](http://www.am.lt)



**NO: Ministry of Local Government and Regional Development**

Visit: [www.regjeringen.no](http://www.regjeringen.no)



**PL: Ministry of Regional Development**

Visit: [www.mrr.gov.pl](http://www.mrr.gov.pl)



**RU: Ministry of Regional Development**

Visit: [www.minregion.ru](http://www.minregion.ru)

Kaliningrad Oblast: Ministry of Economy, Kaliningrad Oblast Government

Visit: [www.gov.kaliningrad.ru](http://www.gov.kaliningrad.ru)

Pskov Oblast: Commission for Property Relations, Pskov Oblast Administration

Visit: [www.pskov.ru](http://www.pskov.ru)

Saint Petersburg: St. Petersburg City Administration

Visit: [www.gov.spb.ru](http://www.gov.spb.ru)



**SE: Ministry of the Environment**

Ministry of Enterprise, Energy and Communications

Visit: [www.sweden.gov.se](http://www.sweden.gov.se)