

Progress Report

2009-2014





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

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INTRODUCTION

INTRODUCTION

The Ministers responsible for spatial planning and development in the Baltic Sea Region (BSR) countries mandated the VASAB Committee on Spatial Planning and Development (CSPD/BSR) in 2009 by the Vilnius Declaration to allocate adequate resources and establish appropriate structures for the implementation of the VASAB Long-Term Perspective for Territorial Development of the Baltic Sea Region (LTP). Further, they set certain implementation directions as to:

- discuss the perspective of urban networks and urban-rural relations towards a knowledge-based development of the Region with relevant stakeholders;
- disseminate experience of well-performing small and medium size cities of all areas;
- develop new forms of urban-rural partnership in view of the growing urban-rural divergence, making use of experience of respective countries and relevant projects;
- enter into a dialogue with the European Commission (EC), relevant national ministries and stakeholders towards the implementation of the proposals on improving the external and internal accessibility of the region, taking into consideration aspects of transport demand, regional impact and expediency;
- promote the introduction and development of Maritime Spatial Planning (MSP) in the Region;
- consider the LTP as a contribution to the EU Strategy for the Baltic Sea Region (EUSBSR) bearing in mind the importance given by this policy act to the land-based and maritime spatial planning;
- monitor the territorial development of the Region and report periodically to the Ministers.



This Report is prepared by the VASAB CSPD/BSR to inform the Ministers about the progress of the implementation of the LTP during 2009-2014. It highlights achievements in implementation of the Vilnius Ministerial Declaration of 2009 and the LTP actions.





WORKING PROCESS

1. Steps taken by the Committee on Spatial Planning and Development



accessibility; 3) enhancing maritime spatial planning and management, supplemented with horizontal actions on territorial monitoring and working methods.

The same approach was sustained in the consecutive years. The capacity of VASAB was used to prioritise 'own' actions where conferences and thematic



workshops were arranged, as well as a working group (on maritime spatial planning, in cooperation with HELCOM) was established. Each specific task was assigned to the responsible country with a set timetable, and progress reported in updates to the Action Plan released once or twice a year.

In parallel, all identified action leaders and interested stakeholders were contacted to consider involvement in the LTP implementation. In early 2010 copies of the printed LTP document were distributed to the VASAB member countries, CEMAT, the EC, ESPON and the relevant pan-Baltic networks with the purpose to be presented at public events. Also, a shorter brochure promoting the territorial cohesion perspective in the Region and the LTP actions was released. The VASAB web site was updated adding information on LTP and its actions.

Those actions envisaged to be led by external stakeholders had the following approach:

- forwarding LTP involvement proposals to the identified organisations,
- arranging presentations at internal meetings of

the pan-Baltic networks or briefings with the EC representatives to acquaint them with the LTP,

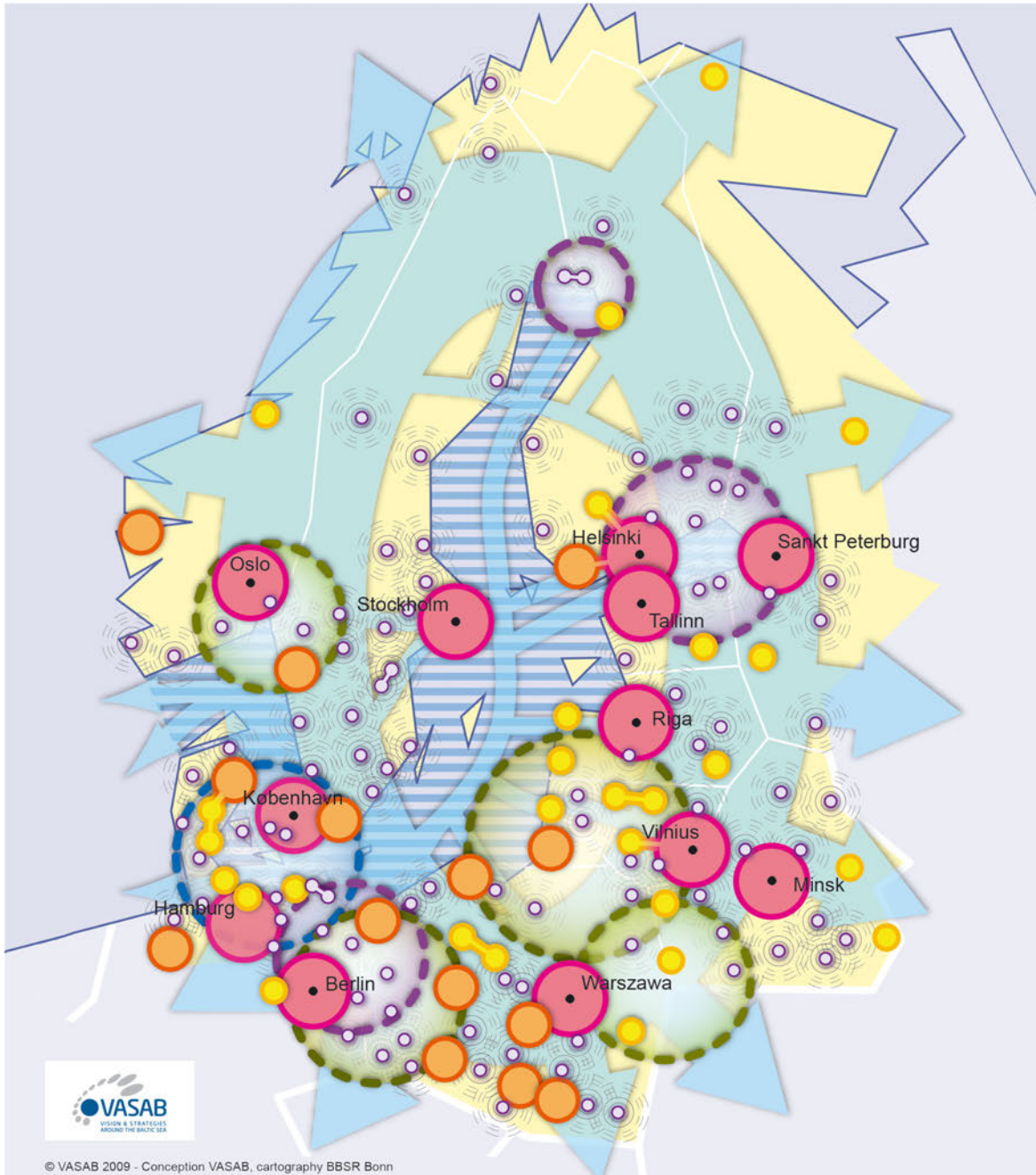
- drafting VASAB position about the given policy process.

The survey among VASAB stakeholders made in 2013 within TA-HAL project¹ revealed a general interest of stakeholders in the LTP actions, in particular those dealing with the implementation of the EUSBSR or local development issues. The content of the LTP was relevant for the surveyed organisations and matched their development objectives (e.g. the Council of the Baltic Sea States (CBSS) long-term economic priorities, implementation of the CBSS Sustainable Development Strategy 2010-2015, cooperation with the EU neighbouring countries taken up by the EUSBSR Horizontal Action "Neighbours", the BONUS (Science for a Better Future in the Baltic Sea Region) research agenda as well as actions suggested for Baltic Metropoles Network). Also, a number of interrelations were mentioned between the LTP and the development policies of the networks dealing with transport policies and maritime shipping, such as the Northern Dimension Partnership on Transport and Logistics (NDPTL) and the Baltic Ports Organization (BPO). On the other hand, certain criticism is expressed in regards of the LTP for focusing rather on national level tasks while in some countries competencies for spatial planning and connectivity issues (e.g. for municipal ports and airports) stay with the local governments.

External assessment of the implementation of the LTP actions made in 2013 within TA-HAL project concluded that out of 22 LTP actions, six were the most advanced and received *the highest assessment*. These actions, performed in the area of urban-rural issues, demographic/labour market trends, and the maritime spatial planning, saw the deepest engagement of VASAB staff and budget resources. Here the VASAB used to lead or co-lead the specific action, or to directly inspire the action leaders. 12 actions were at the *medium assessment* level - with a need for continued implementation in medium or long term. And, on the other end, four LTP actions had been *assessed low* in terms of implementation.

¹ TA-HAL project: the Technical Assistance grant of the EC to the VASAB Secretariat for the implementation of the EUSBSR, Horizontal Action "Spatial Planning" provided in 2013.

Territorial development perspective of the Baltic Sea Region in 2030



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Functional profile of urban regions and centres *

- Global gateway with prominent R&D and knowledge intensive business services
- BSR gateway with well developed R&D and knowledge intensive business services
- Urban region in process of metropolisation with growing globally linked R&D and knowledge intensive services
- Regional development centre providing high quality services to residents in the surrounding area
- Bi-polar and multipolar urban development

Cross-border cluster cooperation areas

- Existing
- Potential
- Cross border global integration zone
- Integrated transport system and international links
- Integrated maritime spatial planning

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

In June 2014 the VASAB CSPD/BSR reviewed the implementation of VASAB LTP actions and suggested discontinuation of five of them (Actions 3, 4, 12, 13, 19) and reformulation of Actions 8, 11, 14 and 20. The relevance and feasibility of some discontinued actions might have been overestimated. Also, over the time certain shifts between the actions on the importance scale have happened as a result of political attention given to certain thematic areas (e.g. maritime spatial planning). Another change driver in that respect is associated with socio-economic tendencies in the BSR (demography, urban-rural disparities) that require deeper mitigation measures.

2. Reference in the national and regional spatial development plans

Denmark - The Finger Plan provides a framework for the regional development of the metropolitan area. A number of the LTP issues are addressed in the Finger Plan. Apart from the Finger Plan, Denmark has no national spatial plans, and the legal competence of spatial planning lies at the local authorities (municipalities).

Estonia - the LTP is addressed in the new National Spatial Plan "Estonia 2030+" (enacted in August 2012). Various LTP actions are addressed in Estonia 2030+, ongoing progress of thematic county plans of Rail Baltica (Harju, Rapla, Pärnu counties), county plans of Via Baltica (enacted in Pärnu county, ongoing in Harju and Rapla counties), county plans of wind energy (ongoing in Hiiu county, enacted in Saare, Lääne and Pärnu counties), ongoing maritime spatial planning in Pärnu and Hiiu counties.

Finland - The LTP is taken into account in drafting regional land use plans by Regional Councils. It was also screened when the Finland's Regional Strategy 2020 was compiled by the Ministry of Employment and the Economy. The LTP has been and is also named as an important basis for elaborating the vision of the regional structure and traffic system of Finland.

Germany - VASAB and LTP issues were addressed in National Spatial Planning Reports (LTP in the last report of 2011), available only in German. It was also screened for the Vision for Spatial Development in Germany (latest update in progress) but not explicitly mentioned there. The current focus is rather national, however, paying

attention to border areas; consultations were undertaken with authorities of neighbouring countries (in BSR with Denmark and Poland), while currently consultation is taking place with the professional and general public.

Latvia - LTP actions were taken into account in the drafting process of the Sustainable Development Strategy of Latvia 2030 (reference to the LTP in the spatial development perspective part of the document). The LTP is also taken into account in the Transport Development Strategy 2014-2020.

Lithuania - LTP was included as a reference document and LTP actions were taken into account when complementing the Comprehensive Plan of the Territory of the Republic of Lithuania by the maritime territories. The document was prepared during 2011-2013 and is expected to be adopted in 2014 in line with the VASAB Vilnius Declaration, on the basis of broad-scale MSP principles of the BSR. Relevant stands on legal basis were developed and introduced into national legislation along with preparation of the document. LTP stands were used for the North-South and North-South-East railway and multimodal transport connections, currently under active development.

Norway - LTP issues have been addressed in plans and policy documents, but not necessarily as VASAB actions. Norway does not have a national spatial plan.

Sweden does not have a spatial development plan, and spatial planning remains the legal competence of local authorities (municipalities).

Poland - VASAB and LTP issues (e.g. urban-rural relations) were underlined in two documents adopted by the Council of Ministers - the National Spatial Development Concept 2030 and the National Strategy of Regional Development 2010-2020.

Russia - LTP issues are included in the Concept of social and economic development of the Russian Federation till the year 2020 and in the Strategy of Social and Economic Development of the North-West Federal District until 2020.



KEY ACHIEVEMENTS

1. Recognised frontrunner in maritime spatial planning

Following the Vilnius Declaration guidance from the ministers responsible for spatial planning and development in 2009, VASAB established a close co-operation with the HELCOM and other relevant stakeholders (e.g. the Baltic University Programme, the BONUS research programme, partnerships in maritime spatial planning projects and pilot actions, etc.) in order to:

- Discuss a common Baltic approach for maritime spatial planning towards developing the consistent planning methods and tools;
- Conduct capacity building actions to ensure exchange of experience, promote education, and to increase competence in maritime spatial planning.



The joint HELCOM-VASAB Maritime Spatial Planning Working Group, operational since October 2010, puts together expertise in spatial planning and environmental protection of two intergovernmental organisations, and thereby strengthens the activities performed by each of them in the respective competence area. The Working Group acts on the official mandate from the VASAB CSPD/BSR and HELCOM Heads of Delegation, that is binding for three-year periods, and serves as a platform for the BSR countries in discussing maritime spatial planning and integrated coastal zone management issues - across countries and across sectors.

Through the years of operation, the Working Group has contributed to the promotion of maritime spatial planning in the BSR as an important method to mitigate and prevent sea use conflicts through a wise management and a transparent exchange of information. By rendering access to practitioners and experts (with an observer status), it has stimulated transnational and cross-border demonstration activities in maritime spatial planning and disseminated project outcomes. Assisted by the Working Group both VASAB and HELCOM have agreed on regional maritime spatial planning principles and on the roadmap for introduction of MSP throughout the Region.

2. Prominent role in the framework of the European Union Strategy for the Baltic Sea Region

The EUSBSR has created a coherent macro-regional framework to help the EU Member States identify joint development needs and coordinate appropriate policies, matching them with the available resources. As stated in the Action Plan of February 2013, a key success factor for the Strategy is the integrated and coordinated governance of the BSR between countries and sectors of society, as well as between regional and local authorities in the respective countries.

In the governance framework for the Strategy VASAB has been given a prominent role. It leads (together with the HELCOM) the Horizontal Action on Spatial Planning (HA Spatial Planning). VASAB CSPD/BSR acts as a coordination platform (steering committee) for the land-based spatial planning activities, and the joint HELCOM-VASAB Maritime Spatial Planning Working Group helps to coordinate maritime spatial planning activities based on decisions of VASAB and HELCOM.

The Horizontal Action Leader position strengthens the authority of the organisation in realising its actions. It provides a mechanism to ensure a better consistency of activities by relevant stakeholders, their commitment to the defined targets for the Horizontal Action, and to convey collaboration results to the policy level.

Furthermore, the role of the Horizontal Action Leader is as follows:

- To improve communication and visibility;
- To allow upgrading the ranking of specific

activities by granting them a status of flagship projects;

- To facilitate the planning and information exchange on various activities by initiating and reviewing seed money project applications.

Another important aspect is the overall obligation, put upon the Horizontal Action Leader, to liaise and cooperate with priority area coordinators and other horizontal action leaders in order to ensure coherence and avoid duplication work on the EUSBSR implementation. This enables VASAB to better promote the overall task of the HA Spatial Planning - to achieve territorial cohesion perspective of the BSR by 2030, and for that reason to turn to coordinators of other priority areas with a request to address the territorial disparities (divides) in the BSR and to take into account spatial objectives, conditions and impacts of their actions. One of the specific VASAB missions in that respect is to propagate the need of better city-region functional planning, currently missing in the EUSBSR activities; another one - to coherently link terrestrial and maritime spatial planning. The long-lasting VASAB mission is to collect experience from different planning systems in the BSR, in order to show ways to optimise decision making based on a combination of democracy and expertise.

3. Pushed forward macro-regional transport development perspective and implementation of crucial transport infrastructure projects

The launched new TEN-T policy put in the centre of attention an infrastructure investment into the core network, set for the year 2030. The three core network corridors, crossing the BSR, contain sections that were listed in the VASAB LTP as necessary for the integration of transport networks in the BSR. Among them there are:

- *Rail Baltica* - as a part of the TEN-T North Sea-Baltic Corridor connecting the ports of the Eastern shore of the Baltic Sea with the ports of the North Sea and forming the backbone for the integrated railway system in the eastern part of the BSR;
- North-South routes from Scandinavian countries via Central Europe (eastern Germany, Poland) to the Adriatic Sea - included into the TEN-T Scandinavian-Mediterranean and the TEN-T Baltic-Adriatic Corridors, which support more efficient transport services

between the BSR and other European macro-regions, and stimulate sustainable regional development.

The transport link *Rail Baltica* was first promoted by VASAB 2010 in 1994. In June 2010 the ministers of transport of Poland, Lithuania, Latvia, Estonia and Finland signed the Saragossa memorandum expressing their political intent to continue implementation of the project. The intention of the *Rail Baltica* project is better development of the North-South transport axis, fully integrating Estonia, Latvia and Lithuania into the railway transport system of 1'435 mm track gauge widely used in Europe. Prime Ministers and ministers of transport have signed a number of statements, declarations and memorandums in order to facilitate works on building the *Rail Baltica* line. Spatial planning and technical studies of the route are currently under active development.




The macro-regional transport development perspective has been put high on the agenda of the EUSBSR (Priority Area "Transport") by means of initiatives carried out by the national transport ministries (Baltic Transport Outlook) and the territorial cooperation projects (e.g. TransBaltic, a cluster of transport projects under the transnational BSR Programme, etc.).

In these processes the VASAB CSPD/BSR members have taken an active role by stimulating discussion on connecting territorial potentials through efficient and reliable transport infrastructure.

4. Activated commitment to solving important territorial development issues

In several thematic areas featured in the LTP VASAB succeeded in liaising with broad partnerships representing various governance levels and sectors to jointly address the identified problems and work out possible solutions.

In the urban networking, urban-rural relations or demographic and labour market trends and activities, conducted by the respective pan-Baltic cooperation



networks, as well as transnational and cross-border projects, VASAB managed to raise political awareness of the territorial disparities, which intensify through different evolving tendencies, and to communicate a need to include long-term policies in all planning levels based on appropriate monitoring schemes.

VASAB role in that respect has also been to stimulate and support specific projects co-funded by the territorial cooperation programmes (e.g. "New Bridges") to develop and demonstrate cross-sectoral approaches and policy recommendations. In the future, VASAB should strive to communicate the project cooperation results to a broader public and embed them in the decision-making processes, in particular, at the national and intergovernmental (pan-Baltic) level.



**IMPLEMENTATION OF THE
VASAB LTP ACTIONS**

The 22 specified actions of the VASAB LTP address issues of transnational relevance in three designated thematic areas where transnational cooperation in



spatial planning provides a substantial added value, namely: urban networking and urban-rural cooperation, accessibility and connectivity, as well as management of the Baltic Sea resources. As stated in the LTP, some of the actions may be addressed by spatial planning systems, tools and methods, with VASAB taking a leading role. In some other cases a strategic dialogue

and coordination between VASAB and relevant organisations is necessary. Therefore, as underlined by the Vilnius Ministerial Declaration, the actions can be implemented only in close co-operation with other pan-Baltic organisations, national and regional authorities and partners from the public, as well as from the private sector.

Promoting urban networking and urban-rural cooperation:

Metropolitan areas

Action Agenda 1: Develop and implement a BSR cooperation strategy for the metropolitan areas

Action Agenda 2: Implement transnational networking actions to connect research and development potentials of the eastern and western BSR metropolises

Action Agenda 5: Create and spread a model solution on using a stakeholder approach in enhancing a potential of small and medium size cities and towns within the metropolitan areas as international centres of innovation and specialised services

The main stakeholder of these actions is Baltic Metropolises Network (BaltMet). The Baltic Metropolises Network Action Plan for 2011-2012 reflects LTP policy guidelines: it names the promotion of a cohesive and competitive innovation environment within the

BSR as one of the activity areas; foresees strengthening science-based entrepreneurship through cooperation between business partners, as well as further development of science and technology centres, and foresees to undertake actions to foster development of creative industries, entrepreneurial innovativeness and support development of rural-urban cooperation. BaltMet promotes innovativeness, and competitiveness in the BSR by engaging cities, as well as academic and business partners into close cooperation.

Several cooperation projects, for example, Baltic Sea InnoNet Centres (BaSIC), Creative Metropolises, Joint SME Finance for Innovation (JOSEFIN), and Baltic Sea Challenge have been or are being implemented. BaltMet as a co-leader of the EUSBSR Horizontal Action "Promo" has supported a seed money project "Building regional identity and contributing to rural development by smart specialisation of community and creative enterprises in Central Baltic Region rural areas (Smart Community)". BaSIC and the initiative "Public Procurement for Innovation in Baltic Metropolises" are examples of promotion of innovativeness and competitiveness by engaging cities, as well as academic and business partners.

An INTERREG IVC URMA project promotes urban-rural partnerships as a tool to strengthen the potential for innovation in European metropolitan areas. Lead partner of the project is HafenCity University Hamburg; the partners include State Ministry of Urban Development and Environment, Free and Hanseatic City of Hamburg, Regional Office for Spatial Planning of Westpomeranian Voivodeship, and Institute of Urban Development of Krakow. One of the pilot areas represents a cross-border region between Hamburg and Jutland aiming at the creation of large scale urban-rural cooperation. Geographically, the cooperation area covers the corridor of the Jutland Route which stretches from the metropolis of Hamburg up to Aalborg/North Denmark.

Union of the Baltic Cities (UBC) Business and Tourism Commission functions as a platform for mutual initiatives in the fields of business development and matchmaking activities between the politicians, experts, and entrepreneurs. The Commission's work is based on the UBC Strategy 2010-2015 and focuses on four priorities: talent attraction, smart cities, knowledge society, tourism and marketing.

Encouraging city networking and urban-rural cooperation was also one of the focal issues during the German Presidency of the CBSS in 2011/2012.

Previously carried out case studies within the East West Window project and results of transnational projects (for instance, Metropolitan Areas+, MECIBS, Defris, SEBCo, Baltic Palette II) may provide input for developing further recommendations and solutions.

Promoting urban networking and urban-rural cooperation:

Small and medium size cities

Action Agenda 7: Launch joint transnational and cross-border initiatives to better combine the development of metropolitan areas and their rural surroundings

Action Agenda 8: Activate transnational networking initiatives to facilitate foreign direct investments into small- and medium-sized cities outside the metropolitan areas

The New Bridges project led by the UBC Commission on Environment developed new approaches to the integrated management of urban-rural interaction with a view to improving the quality of life across the BSR. The project focused on three key elements impacting residents' quality of life in an urban-rural setting: residential preference, mobility and accessibility, the provision of services. The models and methods for improved urban-rural interaction and individuals' quality of life were tested by eight project partners in seven city-regions through concrete pilot actions in Finland, Germany, Estonia, Latvia, Lithuania, Poland and Sweden. The project showed that the Integrated Management System can be beneficially applied to regional planning in the wider city-regional context.

Urban-rural cooperation and partnership frequently have been on the agenda of VASAB CSPD/BSR discussions in the period of 2010-2013. Two VASAB round tables on urban-rural partnerships have taken place at "All-Russia Forum Strategic Planning in Regions and Cities of Russia" in St. Petersburg: about integrated development of rural and urban areas jointly with the Ministry of Regional

Development of Russia and the Committee for External Relations of St. Petersburg in 2012, and about urban-rural partnerships for sustainable development jointly with the Ministry of Regional Development of Russia and the Nordic Council of Ministers in 2013.

Within the RURBAN (Partnership for sustainable urban-rural development) initiative of the European Parliament and the EC Directorate General for Regional and Urban Policy, a study has been carried out. VASAB CSPD/BSR acquainted with the RURBAN study results and recommendations, elaborated by the Federal Institute for Research on Building, Urban Affairs and Spatial Development within the Federal Office for Building and Regional Planning, and discussed further steps in promoting urban-rural partnerships on VASAB level. VASAB countries have shared their experience, examples and potentialities of urban-rural partnership projects and tried to influence the discussion in their countries on better integration of urban-rural issues and structural funds.

During 2012-2013 efforts towards development of a joint project on urban-rural partnership have been made by a number of VASAB countries to be



submitted to the relevant EU funding programme. The working meeting "Adjusting agendas for urban-rural cooperation" took place in November 2013 in Riga. The task of the meeting was to familiarise with the existing regional initiatives on urban-rural interactions, their intentions for the next programming period and discuss a possibility for common topics and further

cooperation. It was agreed that the new project applications might focus on green transport initiatives.

Promoting urban networking and urban-rural cooperation:

Demography and labour market

Action Agenda 9: Organise a pan-Baltic conference to work out measures to counteract the impact of the demographic trends and labour market developments on the urban-rural polarisation and social cohesion in the Region

VASAB expert and stakeholder meeting on demographic trends and labour market development was held in Kaunas, Lithuania in June 2010. It was intended as a first step towards identification of the main topics and proposing policy recommendations at the Baltic Sea Region level. The meeting was attended by pan-Baltic, regional and local policy makers, national experts from the BSR countries and representatives of relevant transnational projects – ESPON DEMIFER (Demographic and Migratory Flows Affecting European Cities), DC NOISE (Demographic Change: New Opportunities in Shrinking Europe), NSPA (Northern Sparsely Populated Areas) Foresight 2020. The country contributions and project presentations showed that there is a need to increase awareness of politicians and general public on the territorial disparity trends in population and migration figures as well as a necessity for long-term policy approaches

at all planning levels based on appropriate monitoring mechanisms as part of development strategies.

VASAB Expert Workshop on Urban-Rural Partnerships in the Baltic Sea Region was held in Minsk, Belarus in September 2010. The goal of the workshop was to

exchange practices and ideas between the actors and generate a paper showcasing the desired basic elements of urban-rural partnerships in the BSR area to the policy-makers. The form of partnership, the spatial extent, definition of “urban” and “rural” and the

responsibilities of urban areas in this context were along the discussed questions.

Instead of a genuine conference, VASAB teamed up with the Baltic Sea Labour Network (BSLN) and Best Agers project to have a joint conference “Working together for sustainable labour markets” on 15-16 November 2011 in Hamburg, where VASAB presented conclusions of its work on challenges of demographic and labour market development for urban-rural cohesion in the BSR as well as organized a working session on the topic.

The BSLN project, finalised in 2011, continues the cooperating process through a new initiative – the Baltic Sea Labour Forum (BSLF). It is a cooperation body, where representatives of trade unions, employer organisation parliaments, and governmental organisations work together to create sustainable regional labour markets within the BSR. To date the BSLF has 28 member organisations from 8 countries, involving the Baltic Sea Parliamentary Conference Secretariat (BSPC) and the CBSS Secretariat. The current working areas of the BSLF include mobility of labour.

Promoting urban networking and urban-rural cooperation:

Actions specifically targeted to Russia and Belarus

Action Agenda 3: Map territorial cluster potentials of non-metropolitan areas in North-West Russia and Belarus and develop measures facilitating knowledge and technology transfer to these territories

Action Agenda 4: Develop measures to harmonise the investment plans of Saint Petersburg with the macro-regional economic integration needs

Action Agenda 6: Consider launching cross-border cluster cooperation initiatives with North-West Russian entities in the economic branches of the high BSR integration potential

During the Russian chairmanship the VASAB CSPD/BSR was presented the Russian Strategy on social and economic development of the North-West



Federal District until 2020, as well as acquainted with the interaction of St. Petersburg with the partners of the BSR, in particular within the One-BSR project.

Cluster topics have been discussed at the All-Russian Forum "Strategic Planning in the Regions and Cities of Russia" in 2013 and addressed by the BaltMet cooperation (e.g. the Baltic Sea InnoNet Centres project in 2008-2012, which had St. Petersburg Government (CEDIPT) and the St. Petersburg Foundation for SME Development as associated partners).

Clustering in transport and logistics remains in the interest area of the NDPTL.

The BaltMet Info Forum intends to increase the quality of the information services in the BaltMet cities. Relevant meetings have taken place in Oslo, Helsinki, Riga, Tallinn and St. Petersburg and are going to be continued according to the further needs and interests.

A guide on doing business in St. Petersburg, developed by Enterprise Europe Network (EEN) - St. Petersburg, in collaboration with qualified legal consultation, human resource management, certification, research and real estate firms, aims at providing start-ups, potential exporters and investors with the relevant information.

Improving internal and external accessibility:

Transport

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 trans-border labour markets in the Region

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 LTP specified examples of road and rail links, the current state of which poses the challenge for the integration of transport networks in the BSR from the macro-regional perspective

VASAB arranged an accessibility workshop as the side event to the transnational Baltic Sea Region Programme Conference "The Power of the Baltic

Sea macro-region" on 29 November 2010, Jyväskylä, Finland.

A number of transnational projects, co-funded by the BSR Programme, have dealt with accessibility issues (sustainable regional growth along transnational transport corridors, green transport solutions etc.). Some of them decided to set up a more regular cooperation scheme (the BSR cluster of transport projects), incl. TransBaltic, EWTC II, Scandria, Rail Baltica Growth Corridor, Bothnian Green Logistics Corridor, Amber Coast Logistics, BSR InnoShip, and Balt.AirCargo.Net.

A number of these projects have used VASAB LTP as a point of departure and a reference. For example, the TransBaltic project proposed the vision of a sustainable multimodal transport system in the BSR and an Action Plan that includes main elements of the LTP actions. *Rail Baltica* feasibility study and *Rail Baltica* Tallinn-Helsinki tunnel discussions have made a reference to the VASAB Vision 2010.

The regional development and accessibility context is also visible in the Baltic Transport Outlook 2030 study (the BSR Strategic Network).

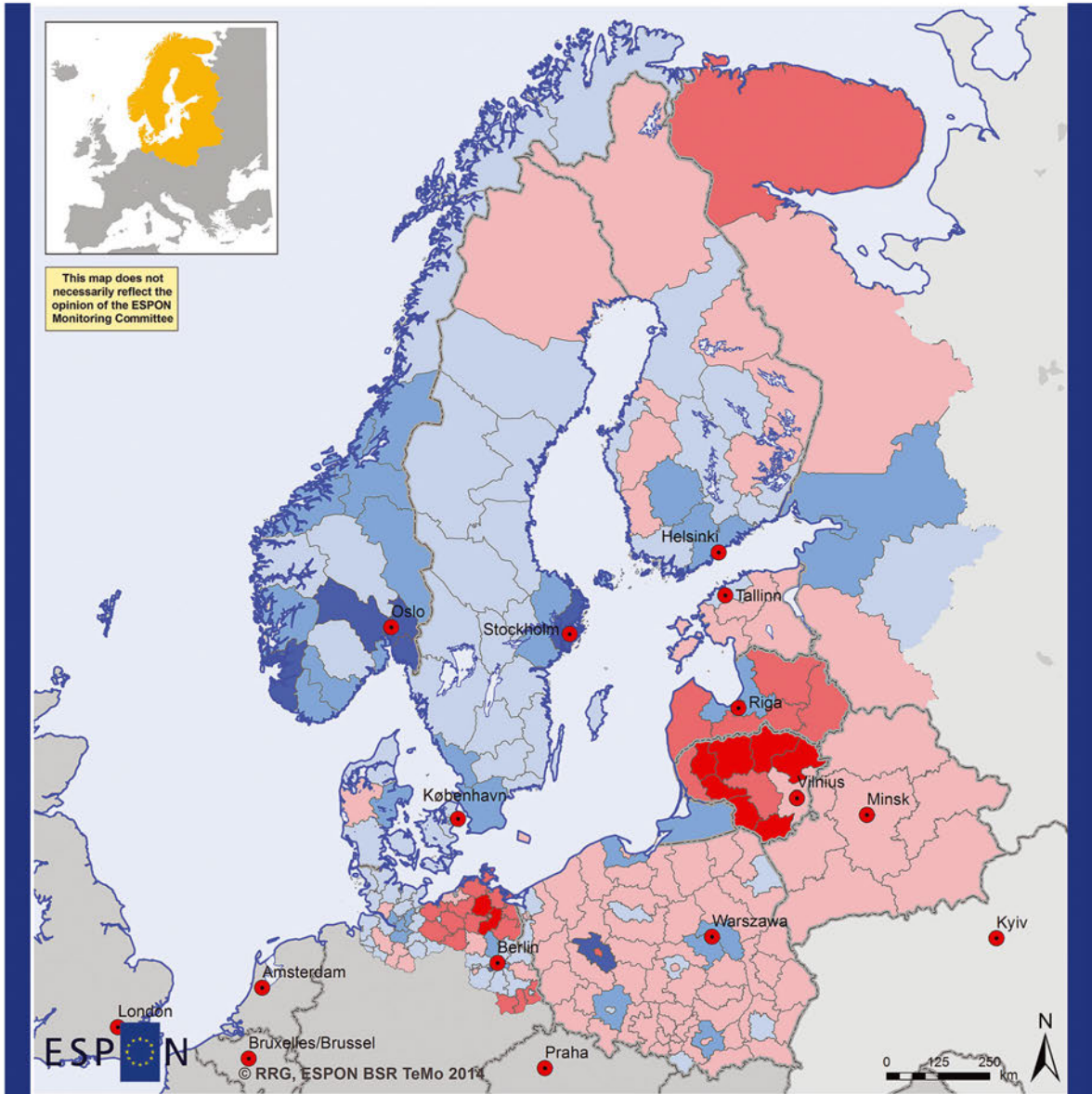
VASAB has actively participated in the revision of the EU transport policy by commenting of the proposal of the EC on the future development of the trans-European transport network announced in October 2011. VASAB Secretariat commissioned a study to compare the EC proposal for development of TEN-T network with the VASAB LTP.

In May 2012 VASAB CSPD/BSR provided opinion on the Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network. VASAB noted with satisfaction that the proposed TEN-T network supported the VASAB vision on well-connected and accessible Baltic Sea Region, and strengthened the territorial development approach.

In May 2013 VASAB LTP actions were presented to the BSR TransGovernance Advisory Group and in February 2014 - to the NDPTL.

Project ideas for the period 2014-2020 in relation to urban-rural transport initiatives and improvement of accessibility were developed during VASAB workshop

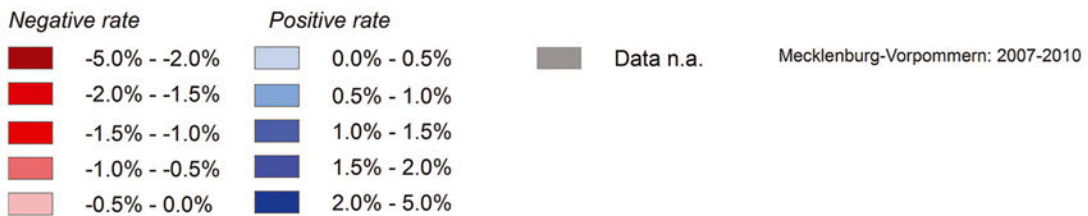
Net migration average annual rate in the Baltic Sea Region, 2007-2012



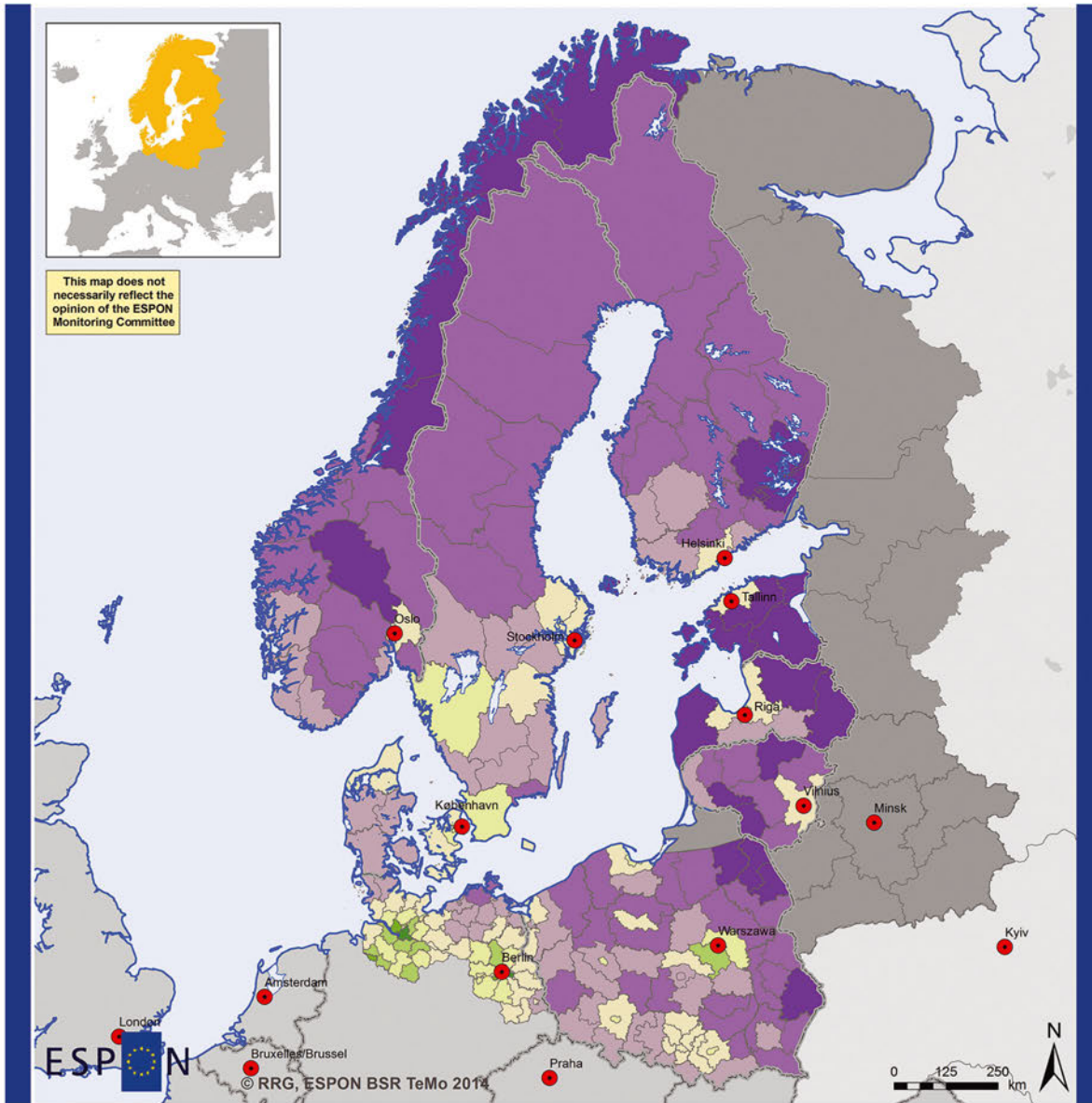
EUROPEAN UNION
Part-financed by the European Regional Development Fund
INVESTING IN YOUR FUTURE

Regional level: NUTS-3, RU & BY: oblasts
Data source: Eurostat
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Net migration 2007-2012 Average annual rate (%)



Multimodal accessibility potential, 2011

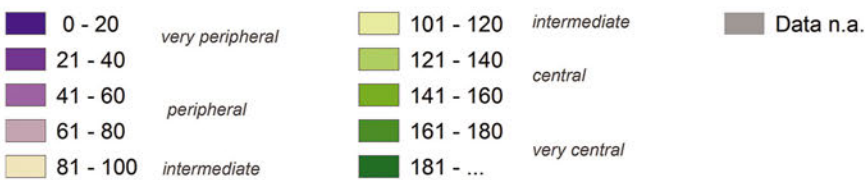


This map does not necessarily reflect the opinion of the ESPON Monitoring Committee

EUROPEAN UNION
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Regional level: NUTS-3
Source: Spiekermann and Wegener
Urban and Regional Research (S&W), 2013
Origin of data: S&W Accessibility Model, 2013
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Multimodal accessibility potential 2011 (ESPON = 100)



Note: Russian Federation is not a part of ESPON.

"Cultivating new ideas for the territorial development of the BSR" in November 2013 in Riga.

Improving internal and external accessibility:

Airborne connectivity

Action Agenda 12: Consider the *LTP specified* air transport issues of relevance to the BSR territorial cohesion in the EU Strategy for the Baltic Sea Region and its follow-up work

Action Agenda 13: Monitor the trends in airborne connectivity of the BSR metropolises and report the prevailing shortcomings and the possible improvement measures

The EUSBSR mentions air connections in the context of links to remote islands, EU neighbouring countries and the periphery.

The ESPON ADES (Airports as Drivers of Economic Success in Peripheral Regions) project has dealt with a better understanding of the opportunities and perspectives of regional airport investments in peripheral areas from a European and national perspective, as well as its contribution to regional economic development. Jyvaskyla in Finland was one of the project case studies.



The Joint Barents Transport Plan, made by an expert group mandated by national governments of Russia,

Finland, Sweden and Norway of September 2013, contains proposals for development of transport corridors. The document makes a feasibility analysis on East-West flight connections in the Barents Region and sets proposed new lines in medium time perspective.

For the assessment of access to services, markets and jobs, which are acknowledged of crucial importance for the territorial connectivity, the ESPON BSR-TeMo (Territorial Monitoring for the Baltic Sea Region) project inter alia has proposed an indicator "accessibility potential by air" that is measurable every 5 years at NUTS-3 spatial level. The indicator measures the market potential and location advantage of a city or region. A map illustrating the situation in year 2011 is provided by the project. Thus, a basis for the systematic review of the trends has been created.

Improving internal and external accessibility:

Maritime transport

Action Agenda 14: Develop the Motorways of the Sea (MoS) in the BSR as a systemic solution to enhance 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

Action Agenda 15: Initiate work on the intelligent sea transport corridors in the BSR by activating at least one pilot project for a corridor with high traffic volumes in an environmentally sensitive area

In May 2012 VASAB CSPD/BSR provided opinion on the Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network. VASAB underlined importance of maritime transport for accessibility and socio-economic development of European regions and proposed that the projects on MoS should be part of the future multi-annual work programmes and thus, have access to the 80 to 85% of the budgetary resources in the transport sector.

In the new EU TEN-T guidelines, MoS are defined as a maritime dimension of the TEN-T network covering the whole European Maritime Space. They provide a platform for the development of key activities: ships and ship operations, ports and access to hinterland, human element (training for MoS) and organisational systems and procedures.

The network of MoS on the Baltic Sea has been addressed by some transnational projects, including TransBaltic, Scandria, EWTC II and Rail Baltica Growth Corridor. The follow-up initiatives may take up this issue again.

The maritime surveillance has become one of the key interest areas in the EUSBSR (Priority area "Safe"). One of the MoS projects in the Baltic Sea area, MONA LISA, aims at development, demonstration and dissemination of innovative e-navigational services to the shipping industry, incl. dynamic and proactive route planning.

One of the strategic objectives of BONUS program is developing improved and innovative observation and data management systems, tools and methodologies for marine information needs in the BSR. In 2014 the call for the theme 3.2 "Assessing the effects of air and water pollution and introduction of energy (including noise) by shipping activities on the marine environment, and integrated water management in harbours" has been organised.

Under the coordination of the CBSS, VASAB has participated in joint workshops of the Baltic Sea Organisations with maritime competence during European Maritime Days 2012 and 2014 promoting LTP actions.

The Baltic Ports Organization, the BSSSC and CPMR Baltic Sea Commission have been identified as potential stakeholders of these actions. MoS are also a subject of interest for the NDPTL as this component is currently missing in the NDPTL Regional Transport Network.

Improving internal and external accessibility:

Energy

Action Agenda 16: Analyse territorial development implications of more East-West connections to secure a fully integrated BSR transmission grid

Action Agenda 17: Consider a BSR Energy Supergrid to interconnect power plants producing renewable energy in the BSR sea areas as a possible component of actions towards a fully integrated BSR transmission grid

Action Agenda 18: Analyse and demonstrate solutions for better utilisation of renewable resources in the pan-Baltic scale and thus a higher energy independency of the Region

The main stakeholder of these actions is the Baltic Sea Region Energy Co-operation (BASREC). In June 2012 BASREC representative attended VASAB CSPD/BSR meeting, introduced the priorities, projects of BASREC, and agreed on exchange of information.

The Communiqué, adopted at the BASREC Meeting of Energy Ministers in May 2012, emphasises that a common understanding of all aspects of efficient and secure energy supply is of high importance for well-functioning energy markets. Stable and secure supplies of energy as well as competitive energy markets require efficient transport routes for electricity and natural gas, which can be ensured by regional co-operation. Ministers addressed the low-carbon energy policy issues and emphasised that continuation of close co-operation is essential for efficient and sustainable growth in the BSR. Stable and secure energy supply and predictable demand, with respect for the interests of all members of BASREC and combined with efficient use of energy resources and low-carbon technologies are important for economic growth and welfare in the region. The parties confirmed the need for continued work on identification of solutions for and removal of barriers of market integration and development of energy infrastructures in the BSR.

Analysis of options for the development and integration of energy infrastructure in the region, in particular regional electricity and gas markets, including legal frameworks, is one of BASREC priorities for the period 2012-2015.

The BASREC report (2009) on "Energy perspectives for the Baltic Sea Region" demonstrates how the energy sector of the entire BSR could become much stronger through better coordination. The report

shows that joint planning for wind farms would entail many benefits and provide the best utilisation of electricity grids and biomass, used as a regional resource on an integrated biomass market for energy purposes, and would make the whole region better off.

Analysis of conditions for wind power in the BSR was one of the BASREC key activities in the period 2009-2011. The issue of an increased use

storage projects in the BSR - indication/description of possible (joint) solutions for the BSR with regards to cost and economy, handling of risk elements, possible upside/down side as well as trans-boundary issues.

The *BaltSeaPlan* project proposed a "*BaltSeaPlan Vision 2030. Towards the sustainable planning of Baltic Sea space*" that, among other guiding principles, sets out a spatial efficiency principle, i.e., uses are concentrated as much as possible to keep other areas free, and co-uses, synergies, and multiple spatial uses are promoted. The principle of connectivity thinking is proposed as well, that means thinking in linear infrastructure, corridors and patches also in the transnational perspective of sea use.

Several CBSS Baltic 21 Lighthouse projects have contributed to renewable resources topics.

The Bioenergy Promotion project (2009-2012) resulted in shared principles and criteria for sustainable bioenergy production in the BSR, regional Strategic Management Plans describing the bioenergy potential and strategy for further development, policy guidance documents providing recommendations on how to promote sustainable bioenergy production and consumption, and examples of good practices for innovative and transferable bioenergy business concepts.

The Bioenergy Promotion 2 project (2012-2014) aimed to support implementation of the strategic plans and concepts, developed for the demo regions through demonstration, awareness raising, mobilization and training activities, transfer good practices and concepts to other regions, test the sustainability principles and criteria, feed findings into macro-regional - BSR-level policy and programme development.

The "RECO Baltic 21 Tech - Towards Sustainable Waste Management in the Baltic Sea Region" project (2010-2013) elaborated the Joint Baltic Sea Region Strategy for Municipal Waste Management. It focuses on waste prevention and solutions to become more competitive with cheapest waste management approaches. The Strategy calls for possible investments to better use municipal and industrial waste to produce energy.

of renewable resources available in the region, including integration of fluctuating wind power into the electricity system, will be a topic for cooperation period 2012-2015.

The BASREC report (2012) on "Conditions for Deployment of Wind Power in the Baltic Sea Region" is aimed to serve as a key input for strategic actions to promote wind power in the BSR, and hereby optimise the contribution of wind power to fulfil the EU 20-20-20 target (20% less CO₂ emissions, 20% more energy efficiency, and 20% of energy from renewable sources in 2020) for the BSR and other energy policy targets for the Region, incl. Russia.

The conclusions from the aforementioned BASREC reports may serve as a reference for decision-making when preparing maritime spatial plans.

BASREC carries out a project in the area of transportation and CO₂ storage solutions for the BSR, including a BASREC carbon capture and storage pre-study. The project addresses an issue of how a regional joint solution could lead to a rapid and more cost-effective implementation of carbon capture and



Improving internal and external accessibility: ICT

Action Agenda 19: Map the coverage status for ICT services in the BSR cross-border territories and develop joint initiatives to address the detected disparities

The Baltic Sea Chambers of Commerce Association (BCCA) continues promoting the vision of a seamless digital market in the BSR. In June 2012 BCCA released a report on "Priorities towards a Digital Single Market in the Baltic Sea Region".

Fast internet access is essential to all economic activities, and the internet is being used as an indispensable source of information and communication tool now. The ESPON BSR-TeMo project was looking at digital infrastructure, i.e., access to information. The project proposed an indicator "households with access to internet at home" (in percent of total number of households) that was measurable every year at NUTS-2 spatial level. The map illustrating a situation in year 2011 was provided. Thus an initial basis for the systematic review of the status and trend has been created.

Enhancing maritime spatial planning and management

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

VASAB Expert and Stakeholder Workshop on Maritime Spatial Planning Challenges in the Baltic Sea, that took place in Vilnius, Lithuania on 15 October 2009, called for a proper frame of MSP in the BSR and delivered a number of key messages, elaborated on a basis of the VASAB MSP working group findings, to the high political level – 7th VASAB Ministerial Conference.

The Joint HELCOM-VASAB Maritime Spatial Planning Working Group (HELCOM-VASAB MSP WG) was established in 2010 to provide a solid cross-sectoral forum for MSP dialogue in the Region. Such a

joint solution, besides attracting a wider range of stakeholders, enabled the group to draw expertise directly from both, marine management (HELCOM) and spatial planning (VASAB) fields. *More information about the WG is available in the Joint HELCOM-VASAB MSP WG Report 2010-2013.*

The Baltic Sea Broad-Scale Maritime Spatial Planning principles, drafted by the HELCOM-VASAB MSP WG, were adopted by the VASAB CSPD/BSR and the HELCOM Heads of Delegations in December 2010. They contain ten principles as guidance to achieve better coherence in the development of MSP systems in the BSR.

The Regional Baltic Maritime Spatial Planning Roadmap 2013–2020 was developed by the HELCOM-VASAB MSP WG to fulfil the goal of drawing up and applying maritime spatial plans throughout the BSR in a coherent way across the borders, including exclusive economic zones.

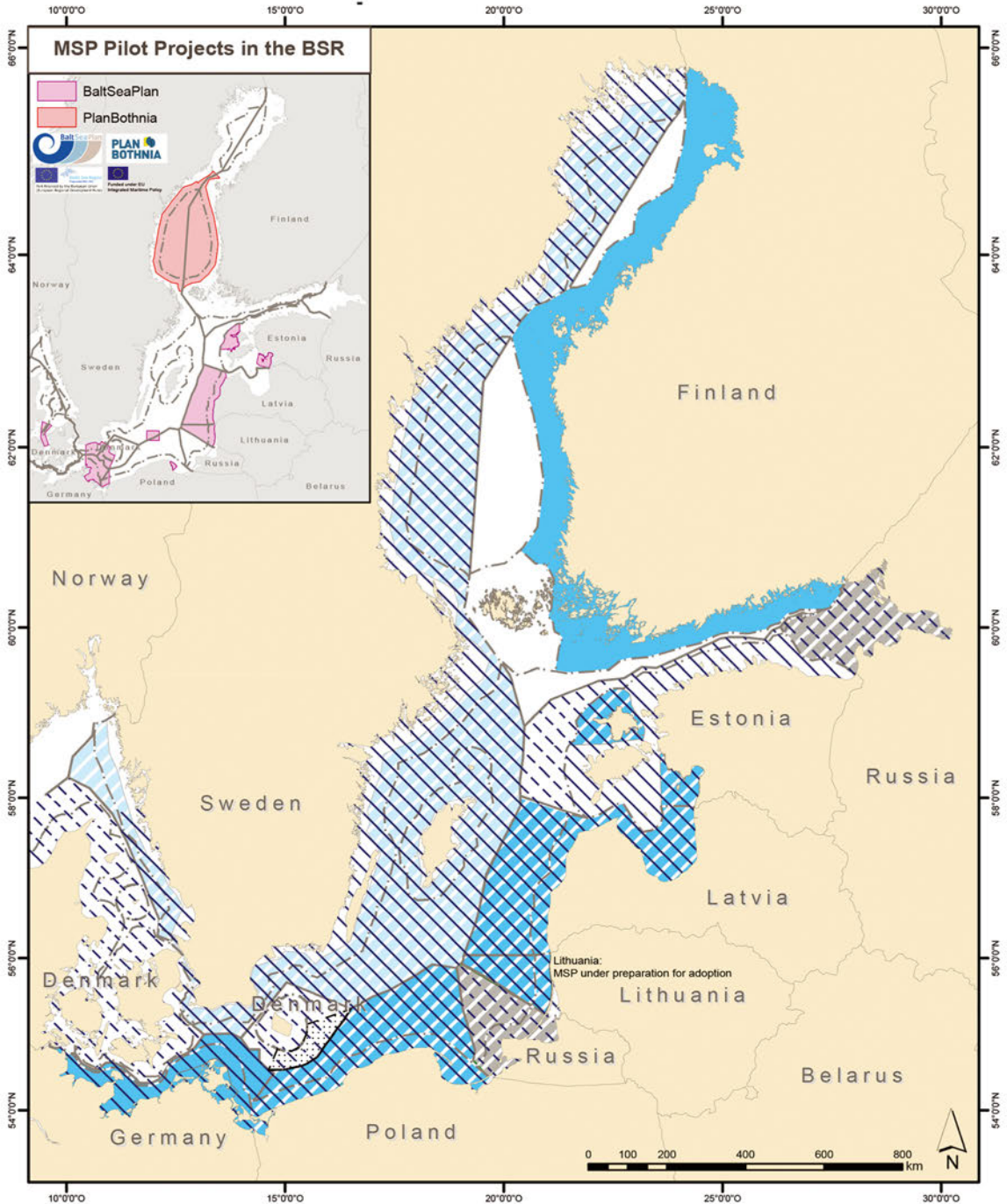
Studies on "Identification of MSP best practices in the Baltic Sea Region and other European Union maritime regions" and "Necessary common minimum requirements for MSP in the Baltic Sea" were published and presented within the Plan Bothnia project.

The discussion on a proper governance model for transnational coordination was continued within PartiSEApate project that was preparing an updated compendium on MSP structures around the BSR, as well as a concept for a trans-boundary institutional and governance model (summarized in the MSP Governance Framework Report), and a handbook on multi-level stakeholder consultation process in MSP.

Practical matters of MSP development were discussed by the representatives of relevant national institutions, responsible for MSP, of all the Baltic Sea countries in a two day meeting organized by Sweden in 2013.

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, Danish straits, and offshore areas south and east of Öland and Gotland as well as other appropriate Baltic Sea locations)

Maritime spatial planning (MSP) legislation and MSP implementation in the Baltic Sea



28.08.2014

| | |
|---|-----------------------------------|
| Legend | |
| Maritime Spatial Planning | MSP-Legislation |
| Maritime Spatial Plans in force, binding | MSP legislation in force |
| Maritime Spatial Plans under preparation, binding | MSP legislation under preparation |
| Maritime Spatial Plans under preparation, non-binding | Boundaries |
| Pilot / Model Projects / Concepts (Russia) | Exclusive Economic Zone* |
| | Territorial Sea* |
| | Unclear legal status** |

Geodetic Datum: WGS 84 * The lines may not always represent official delimitations.
 Map Projection: Mercator (54°N) **PL and DK have different opinions on the legal status of this sea area

MSP Responsibilities and Authorities

| Territorial Sea (TS) | | |
|-------------------------------|---|---|
| State | Responsible Marine Management Authority | Maritime Spatial Planning Authority |
| Sweden | Coastal Municipalities, coastal county administration boards, sectoral agencies | Coastal municipalities, Swedish Agency for Marine and Water Management (SwAM) from one nautical mile from the baseline |
| Denmark | Government - Ministry of Transport / Danish Coastal Authority, several sectorial ministries | none |
| Finland | Metsähallitus on state waters and private owners on coastal private waters | Municipalities / Regional Councils |
| Russia | Government (several ministries) | none |
| Estonia | Government (several ministries) - Ministry of the Environment, Ministry of Economic Affairs and Communications | Estonian Ministry of the Interior, Spatial Planning Department |
| Latvia | Government (sectorial ministries); Ministry of Environmental Protection and Regional Development | Ministry of Environmental Protection and Regional Development |
| Lithuania | Government | Ministry of Environment |
| Poland | Government, Ministry of Infrastructure and Development | Regional Maritime Administration - Maritime Offices |
| Germany | Federal Coastal States | resp. Responsible State Ministries |
| Exclusive Economic Zone (EEZ) | | |
| State | Responsible Marine Management Authority | Maritime Spatial Planning Authority |
| Sweden | Government | Swedish Agency for Marine and Water Management (SwAM) |
| Denmark | Government - Ministry of Transport / Danish Coastal Authority, several sectorial ministries | none |
| Finland | Government | none |
| Russia | Government (several ministries) | none |
| Estonia | Government (several ministries) - Ministry of the Environment; Ministry of Economic Affairs and Communications | Estonian Ministry of the Interior, Spatial Planning Department |
| Latvia | Government (sectorial ministries); Ministry of Environmental Protection and Regional Development | Ministry of Environmental Protection and Regional Development |
| Lithuania | Government | Ministry of Environment |
| Poland | Government (Minister of Infrastructure and Development), Regional Maritime Administration (Directors of Maritime Offices) -drafting | Government (Minister of Infrastructure and Development), Regional Maritime Administration (Directors of Maritime Offices) -drafting |
| Germany | Federal Government (Federal Ministry of Transport and Digital Infrastructure - BMVI) | Federal Maritime and Hydrographic Agency (BSH) |

A number of MSP demonstration projects have been recently implemented in the BSR.

BaltSeaPlan - Planning the Future of the Baltic Sea project (2009-2012) supported the introduction of integrated MSP and preparation of national maritime strategies within BSR and contributed



to the implementation of VASAB Vilnius Declaration. It aimed to improve the joint information base/stocktaking, to include spatial planning in national maritime strategies and develop a Common Spatial Vision for MSP the Baltic Sea 2030. It also had eight MSP pilot areas: Danish Straights/T-Route (Denmark), Pomeranian

Bight (Denmark/Germany/Sweden/Poland), Western Gulf of Gdansk (Poland), Middle Bank (Sweden/Poland), Lithuanian Coast, Western Coast of Latvia, Pärnu Bay, Hiiumaa and Saaremaa Islands (Estonia).

PLAN BOTHNIA project (2010-2012) was a Baltic Sea MSP "preparatory action" funded by the EC Directorate-General for Maritime Affairs and Fisheries under the EU Integrated Maritime Policy and tested trans-boundary

MSP in the Baltic Sea. The project used the Bothnian Sea area between Sweden and Finland as a case study. The main outcomes of the project are the pilot maritime plan for the Bothnian Sea and the study on "Region-wide recommendations on minimum requirements for MSP systems".



PartiSEApate - Multi-level Governance in Maritime Spatial Planning throughout the Baltic Sea Region project (2012-2014) had overall objective to initiate cross-border, cross-sectoral and multi-level governance in MSP throughout the BSR. The ambition of the project was to develop a pan-Baltic approach to the topics whose spatial dimension goes over the national borders (i.e. nature protection areas, grid connections, shipping lanes). Through a sequence of workshops on shipping, wind energy, aquaculture, cultural heritage, environment, climate change,

data, and research stakeholders could get better understanding of what MSP means to them and comprehend the transnational nature of their topic. The project had three pilot case areas: Pomeranian Bight (Germany/Sweden/Poland), Lithuanian Sea (Lithuania/Latvia/Sweden/Russia), and Middle Bank (Sweden/Poland).

Several other MSP related projects can be mentioned as well.

SeaGIS - Cooperation for ecosystem-based planning of the marine environment using GIS project (2011-2014); the main aim of the project was to produce an increased knowledge base and make it more accessible in order to enhance the possibilities of coordination of ecosystem-based regional holistic planning of marine areas and create a common platform for knowledge storing, planning and future decision-making in the Kvarken region. The project involved environmental and planning authorities and universities from both countries of the Kvarken Strait - Finland and Sweden. During the project execution, thorough analysis of the organizational and legal processes in administration of MSP, analysis of the differences between Finland and Sweden, their strengths and weaknesses was carried out; a structure and function for a common regional forum for coordination of trans-boundary planning was proposed; a trans-regional GIS-based knowledge platform for storing of data and analysing different marine planning situations and a tool for communication of errands and projects between public, end-users, sectors and responsible planning administrations was developed.

GORWIND - Gulf of Riga as a Resource for Wind Energy (2010-2012) - provided decision makers and potential developers of wind parks in the Gulf of Riga with reliable marine wind information from high resolution remote sensing data, coastal wind measurements and ensemble of Regional Climate models. Wind fields were complemented with the information on ice condition, habitat area for seals and wintering, migrating and breeding birds. Local people and authorities were involved in the process of selection of potential suitable areas for wind parks through mapping their attitude and considering the requirements of the areas for renewable energy. The outputs of the project contributed to the elaboration of environmental and socio-economic policies related

to exploitation of renewable energy that have cross-border dimension.

The **Baltwise Seed project** (2014) aims to provide added value in the field of MSP by engaging in further practical studies involving particularly the Russian Federation. It aims at drawing in-depth conclusions from previous planning at sea and on land, creating a new innovative MSP methodology, including related international governance, legislation, as well as future research. The project area is the Gulf of Finland.

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

VASAB carries out MSP capacity building activities and promotes competence through initiating and participating in MSP projects (e.g. PartiSEApate), organising events to present good practices, sharing information and experience, as well as supporting educational activities.

VASAB teamed up with the Baltic University Programme (BUP) to develop capacity building activities for the MSP professionals.

A fast track course on MSP for professionals was organized in September-October 2013, aiming to: convey basic information on MSP and the state of the art and to create informal professional network(s) among the MSP planners. The course was open for professionals from agencies responsible for MSP, NGOs and consulting companies active in this field and also to master students with special interest in MSP. The course was a joint venture of BUP, Åbo Akademi University, Blekinge Institute of Technology, Maritime Institute in Gdansk, SIDA, VASAB, World Maritime University, NordForsk, and Swedish Institute for the Marine Environment.

VASAB provided its input into the Strategic Research Agenda 2011-2017 of BONUS programme, supporting the knowledge-based decision-making and management action in the BSR. Maritime spatial planning issues (theme 4.3 *Maritime spatial planning from local to the Baltic Sea Region scale*) were included into the BONUS call 2014: *Sustainable ecosystem services* with the deadline for applications in April 2014.

Baltic Maritime Spatial Planning Forum - PartiSEApate Conference was held in June 2014 in Riga. The forum served as a platform for discussions among those involved and affected by MSP on how to further develop and enhance MSP in the BSR. Forum covered topics like stakeholder perspectives, cooperation

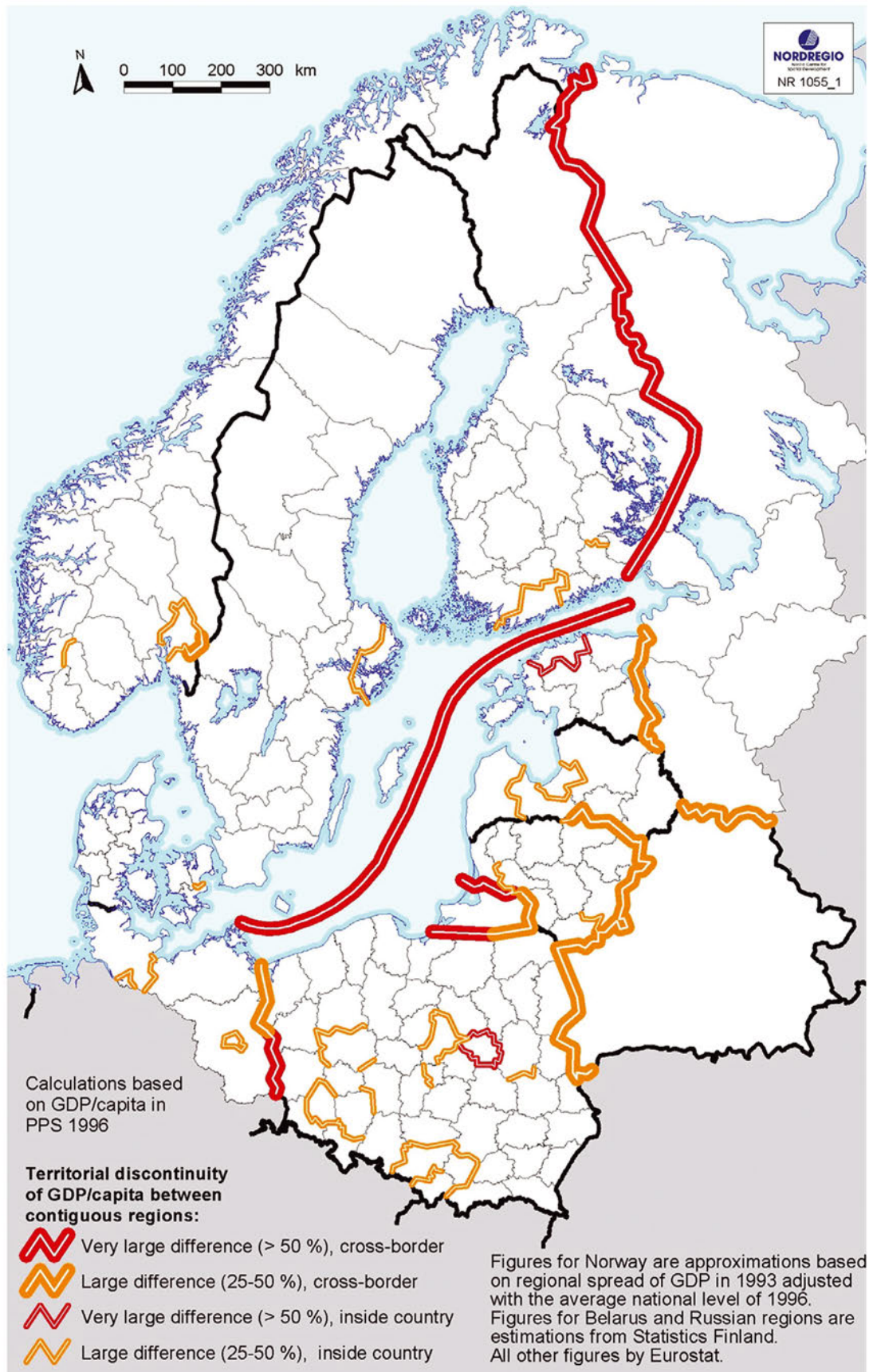


and consultation process on MSP, multi-level public participation, research and data needs for MSP, and other topics. There were about 200 participants representing researchers, public administration, MSP practitioners, stakeholders, and the private sector.

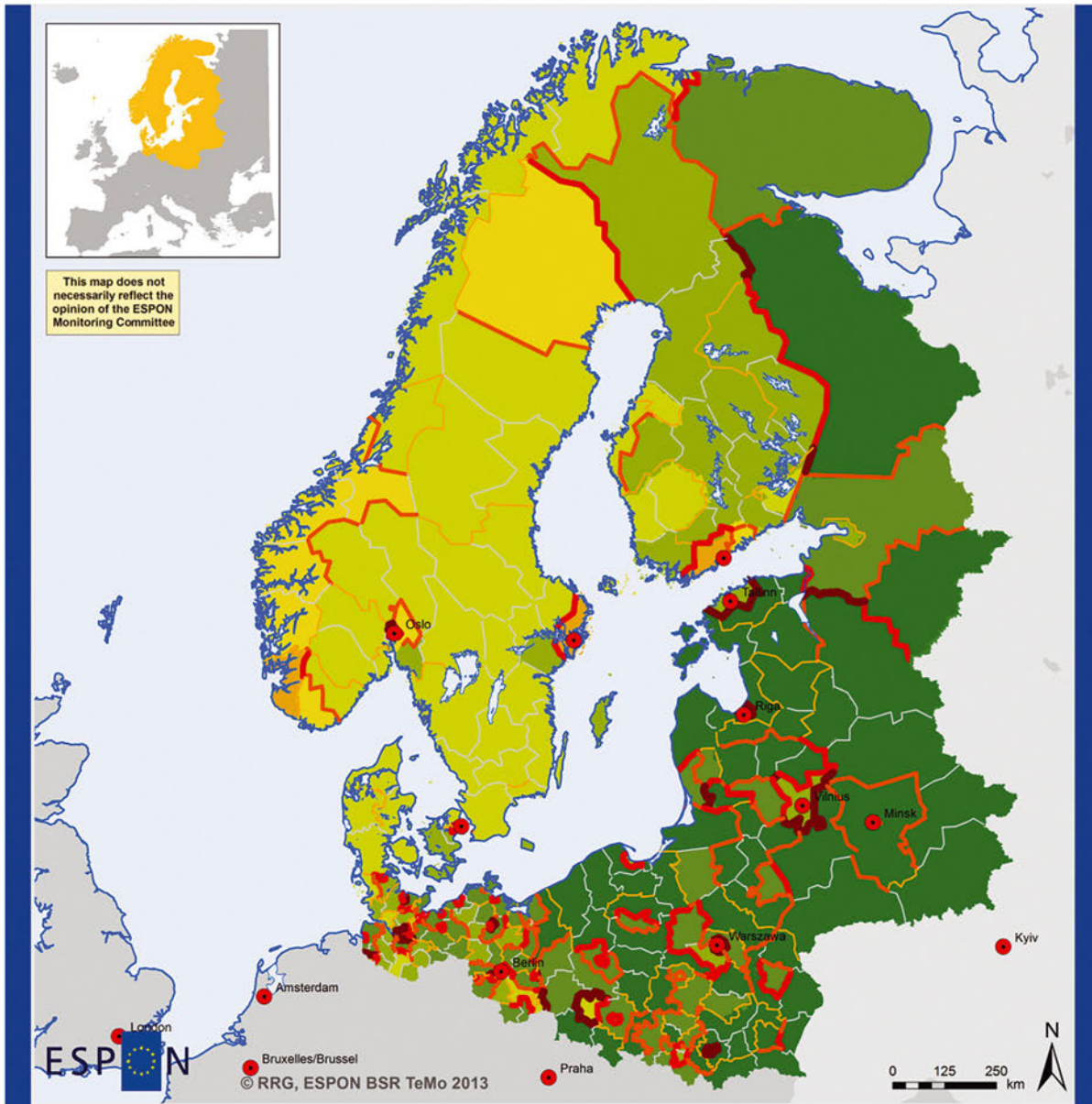
Monitoring of territorial development

In order to fulfil the task set by the VASAB Vilnius Declaration to monitor the territorial development of the Baltic Sea Region - CSPD/BSR initiated a territorial monitoring project for the BSR. Consequently "**BSR-TeMo - Territorial Monitoring for the Baltic Sea Region**" project, financed by the ESPON 2013 Programme, has been implemented, and CSPD/BSR was comprehensively involved in steering and consulting the project. It developed an operational indicator-based territorial monitoring system, comprehending a policy and a methodological dimension aimed at understanding territorial cohesion in the BSR.

Territorial discontinuity of GDP per capita, 1996



Territorial discontinuity of GDP per capita, 2010



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Regional level: NUTS-3, oblasts (BY, RU)
Source: Eurostat (EU/EFTA countries),
Belstat / Rosstat (BY, RU)
© EuroGeographics Association for administrative boundaries
© Eurofutures Finland 2011

Territorial discontinuity at NUTS-3 level in GDP per capita in PPS 2010

| Cross-border disparities (%) | GDP/capita in PPS Index EU27=100 |
|------------------------------|----------------------------------|
| 0 - 10 | 0 - 50 |
| 10 - 25 | 51 - 75 |
| 25 - 50 | 76 - 100 |
| 50 - 100 | 101 - 125 |
| 100 < ... | 126 - 150 |
| | 151 - 175 |
| | 176 - 200 |
| | 200 < ... |

DK041, DK042, FI181, FI182: 2009
Data for NW Russia and Belarus estimated through ratio of national GDP of Russia and Belarus in international \$ PPP compared to the corresponding value for EU27.



changed into more multifaceted divide, where social differences are more pronounced today.



or flagging necessary changes. The monitoring should take into account a need of collecting the existing evidence on territorial development processes, impacts of policies with a territorial dimension, and

BSR-TeMo project has assessed three principal territorial divides of the BSR, acknowledged by the VASAB LTP, and concluded that both gaps the North-South gap, as well as the urban-rural gap of the BSR - are still increasing. The East-West gap also exists, but it is changing its form. Having been primarily an economic gap, it has now

outcomes of territorial cooperation projects. In effect, VASAB may become a catalyst of new initiatives to be supported, promoted and progress-tracked in the next turn.

VASAB Annual Conference "Integrated Approach to Spatial Development of Europe - Meaning of Territorial Cohesion" was organised in February 2011 in Warsaw, Poland, concentrating on the meaning of territorial cohesion. The ways of implementation of the concept of territorial cohesion in the BSR at different geographical scales: local, sub-regional, national, macro-regional and European, were discussed in order to make policy decisions more territorially-oriented. The main aim was to present good practices and experience in order to facilitate better understanding of the VASAB role and tasks in encouraging the process of transformation of development policies of different scales into more cohesive, place-based ones, taking into consideration spatial circumstances and specificities. The conclusion was that the territorial cohesion concept - even still being abstract to some extent - needs to be shared with sectoral policies and decision-makers, as well as needs to be taken in to account when guiding financial allocations/investments, regional development monitoring is important as well. Participants emphasized that VASAB has an important role in contributing to disseminate news on territorial cohesion and asked VASAB to contribute to updating the EUSBSR.

The image features a close-up, high-angle shot of several heavily rusted metal bolts and nuts. The bolts are arranged in a somewhat haphazard stack on a textured metal surface. The rust is a deep, dark brown color, contrasting with the lighter, metallic tones of the underlying parts. A large, semi-transparent white circle is overlaid on the right side of the image, partially obscuring the bolts. The background is a blurred, warm-toned metal surface, suggesting an industrial or construction setting. The lighting is directional, coming from the upper left, which creates strong highlights and deep shadows, emphasizing the textures of the rust and the metal.

**MAIN MILESTONES SINCE VILNIUS
MINISTERIAL CONFERENCE
NOVEMBER 2009 - SEPTEMBER 2014**

8 June 2010: VASAB Expert and Stakeholder Meeting on Demographic Trends and Labor Market Development, Kaunas, Lithuania

It was a joint meeting with the New Bridges project workshop. The main themes on the agenda were the changes in labor market mirrored in demography. The goal was to discuss coherent policy initiatives in the BSR. Four transnational projects were presented: DEMIFER,



DC NOISE, NSPA FORESIGHT 2020, and HINTERLAND. It was concluded that policy makers should focus more on the demographic perspective of regional and territorial development. The negative demographic trends should be brought more widely into discussion. The BSR still has its own underused labor force potential. The Baltic States along with Poland could benefit greatly from establishing of a Nordregio-like center of analyzing local and regional development.

21 September 2010: VASAB Expert Workshop on Urban-Rural Partnerships in the Baltic Sea Region, Minsk, Belarus

The goal of the workshop was to exchange practices and ideas between the actors and generate proposals showcasing the desired basic elements of urban-rural partnerships in the BSR area to the policy-makers. The form of partnership, the spatial extent, definition of "urban" and "rural" and the responsibilities of urban areas in this context were along the discussed questions. A summary paper was produced in order to provide policy makers with the tools to govern urban-rural partnerships. Differentiation is needed between mere relationships and a sustainable partnership. The spatial size and scope of urban-rural partnerships



various according to the area in question. The BSR is quite heterogeneous, and strict defining of "urban" or "rural" doesn't pay off, and the same strategy cannot be used in every region. Urban or rural areas are not self-sufficiently responsible for each other, but they are natural strategic partners on the regional level. A high variety of projects is suitable for supporting urban-rural relationships, but they have to base on potentials inside already existing or easily buildable partnerships. Urban-rural partnerships have to be regarded as a learning process, but they can still make the difference in, for instance, fighting the demographic change.

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21-22 October 2010: The first meeting of the joint HELCOM-VASAB MSP WG, Helsinki, Finland

The joint Baltic Sea MSP Working Group was established by VASAB CSPD/BSR decision of May 2010 and the HELCOM Ministerial Meeting of May 2010 to provide a forum for the intergovernmental discussions on Maritime Spatial Planning (MSP) in the BSR.

The Working Group was attended by the experts from the Contracting Parties/Member Countries, nominated by HELCOM and VASAB, as well as by a representative of WWF as an Observer. The Working Group started its work by drafting a set of joint HELCOM-VASAB broad-scale trans-boundary Maritime Spatial Planning principles.

17 November 2010: VASAB given the status of the CBSS intergovernmental network

On 17 November 2010 the Committee of Senior Officials of the CBSS "accepted placing VASAB under the CBSS umbrella". The CBSS decision concluded a process of re-defining the cooperation framework between the CBSS and VASAB, initiated by the CBSS Elsinore Declaration of 4 June 2009 and appreciated by the VASAB Vilnius Declaration of 16 October 2009. Before that decision VASAB for many years had been the strategic partner of the CBSS.

16 December 2010: Plan Bothnia project kick-off meeting, Stockholm, Sweden

The Plan Bothnia project was prepared in close cooperation between HELCOM and VASAB. It was a Baltic Sea MSP "preparatory action", funded by the EC Directorate-General for Maritime Affairs and Fisheries



under the EU Integrated Maritime Policy, and tested trans-boundary MSP in the Baltic Sea. The project used the Bothnian Sea area as a case study. The Lead Partner was HELCOM Secretariat while VASAB Secretariat was a project partner.

7-8 February 2011: VASAB Annual Conference "Integrated Approach to Spatial Development of Europe - Meaning of Territorial Cohesion", Warsaw, Poland

Organized in co-operation with the Polish Ministry of Regional Development and the CBSS, the conference discussed the ways of implementation of the concept of territorial cohesion in the BSR at different geographical scales and developing understanding of the related VASAB role and tasks. Good practices and experiences were presented and the process of transformation of development policies of different scales into more cohesive, place-based ones, taking into consideration spatial circumstances and specificities, was discussed.

27 September 2011: Plan Bothnia project stakeholder meeting, Helsinki, Finland

As part of the project dissemination activities the stakeholder meeting was meant to inform and discuss the project progress, links to other MSP activities in the Region. The discussion included minimum requirements for MSP and good practices.

15-16 November 2011: BSLN final conference "Working Together for Sustainable Labor Market" Hamburg, Germany

VASAB teamed up with BSLN and Best Agers project to have a joint conference where VASAB presented conclusions, related to its work on demographic and labor market development at the plenary session, as well as organized a separate working session "Challenges of demographic and labor market development for urban-rural cohesion in the BSR".

2-4 November 2011: The joint HELCOM/VASAB, OSPAR and ICES workshop on Multi-Disciplinary Case Studies of Maritime Spatial Planning, Lisbon, Portugal

The overall objective of this workshop was to demonstrate how HELCOM/VASAB, OSPAR and ICES can contribute and cooperate to foster the further development of the process of ecosystem-based marine spatial planning. The workshop

was attended by 72 participants of wide range of disciplines, including natural and social science and planning.

6 February 2012: Plan Bothnia Baltic Sea Region Stakeholder Meeting, Riga, Latvia

Organized back to back with the meeting of the joint HELCOM-VASAB MSP WG, the stakeholder meeting had a task to discuss outcomes of the Plan Bothnia work, Finnish and Swedish experience in the project, as well as minimum requirements for MSP. Other surrounding projects were discussed as well.

8 February 2012: ESPON BSR-TeMo - Territorial Monitoring for the Baltic Sea Region project approved

The project was initiated by VASAB in order to develop tools and methods for the monitoring of territorial development of the BSR. It was financed by ESPON 2013 programme. Project duration was February 2012-February 2014. The project Lead partner was Nordregio.

April-May 2012: VASAB provides opinion on two EU proposals

On 17 April 2012 VASAB CSPD/BSR welcomed the proposal of the EC on the future Community Structural Funds and Common Strategic Framework and provided input into that. On 25 May 2012 VASAB CSPD/BSR commented on the proposal of the EC on the future development of the trans-European transport network. The VASAB opinion was based on the background research paper comparing the VASAB LTP with the EC proposal.

23 May 2012: Plan Bothnia project final conference, Gothenburg, Sweden





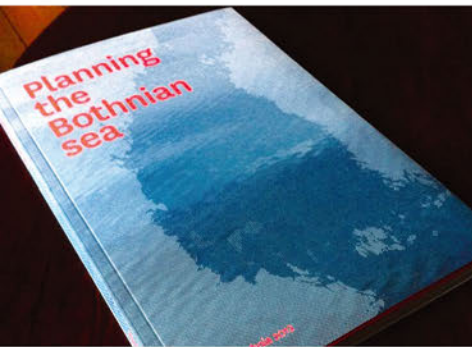
During the conference the project outcomes – a pilot plan for the Bothnian Sea was presented and a drafting process was looked at. A wide and interactive discussion on the future of European maritime spatial planning took place as well.

12 June 2012:

The project on Multi-level Governance in MSP throughout the Baltic Sea Region - PartiSEApate approved by the Monitoring Committee of the Baltic Sea Region Programme

The bodies responsible and/or actually drafting MSP throughout the BSR have joined forces in the two-year project. Project partners intended to test and develop instruments/models on how multi-level governance mechanisms can be realized in MSP within three pilot case areas: a) Pomeranian Bight, b) Lithuanian Sea, and

c) Middle Bank. The objective was to develop practical guidance for planners on how multi-level MSP consultation processes shall be carried out in the future throughout the BSR. The Lead Partner was the Maritime Institute in Gdansk while VASAB Secretariat was a project partner.



21 June 2012: ESPON BSR-TeMo workshop, Potsdam, Germany

Organized back-to-back with the VASAB CSPD/BSR meeting the first workshop of the ESPON BSR-TeMo project discussed possible indicators for monitoring the territorial development and future activities of the project. VASAB CSPD/BSR served as a Steering Committee for the project.



September-October 2013: The Baltic University Programme MSP Course for Professionals

Initiated by VASAB, the primary target group for this course included professionals from

the different institutions involved in MSP in the BSR. A second target group comprised NGOs and consulting companies working or preparing to work with MSP and assist with MSP implementation in the Region, as well as Master students with special interest in MSP.

28 November 2013: VASAB workshop "Cultivating New Ideas for the Territorial Development of the Baltic Sea Region", Riga, Latvia

The purpose of this workshop was to create concrete project ideas in the field of spatial planning. They could then be developed into EUSBSR Horizontal Action flagship projects. Funding of spatial planning projects was widely discussed in order to create an overview of the possible sources. Territorial disparities and their new forms is a trendy subject among spatial planners, and along with accessibility questions they formed the core of the discussions.

More than 60 participants of 8 countries participated in the workshop. 37 project ideas were collected during the workshop about: (1) urban-rural inter-linkage, (2) urban-rural transport initiatives, (3) accessibility, (4) maritime spatial planning.

12 December 2013: VASAB Stakeholder Meeting "Creating Synergies for Well-Integrated and Coherent Baltic Sea Region", Helsinki, Finland

The purpose of the stakeholder meeting was to bring together policy makers and experts from various sectors and governance levels, discuss the ways how the actions of pan-Baltic organizations could contribute to the VASAB LTP. The three interactive sessions were conducted, introducing and discussing: (1) the assessment of the implementation of VASAB LTP actions, (2) the work of pan-Baltic organizations, (3) outcomes of the relevant territorial cooperation initiatives, (4) results of ESPON BSR-TeMo project, and other projects addressing territorial development processes were presented.

The stakeholder meeting presented some recommendations aimed at improving the role of LTP in developing the BSR area as a coherent macro-region. The group stated that the LTP should be better communicated to the national and trans-national stakeholders. Along LTP the ongoing policy and market processes should be better tracked and documented.

The completed cooperation projects should be carefully reviewed and evaluated to stimulate new successful partnerships and forms of cooperation. A possible new field of actions for VASAB would be the spatial/territorial planning at the landscape level, where VASAB could work as a promoter of local landscape governance and policy development. As emphasized and expected by several external stakeholders, there is a clear role of VASAB to act as an observatory of trends and processes related to the territorial cohesion in the BSR. VASAB's role could be the initiator of new development measures and the flagger of changes needed.

17-18 June 2014: Baltic MSP Forum - PartiSEApate project conference, Riga, Latvia

An intense two-day forum of 10 sessions and more than 50 speakers discussed latest developments in MSP in the Baltic Sea and other European Sea Basins - a number of different MSP cases in the BSR and beyond were presented and discussed. A plenary discussion about Stakeholder Perspectives on the benefits of MSP involved viewpoints from sectors like energy transmission, wind energy, fisheries, shipping, cultural heritage, recreation and tourism, and climate change adaptation. Discussions dealing with the future trans-boundary governance model on MSP in the BSR and ways of multi-level public

participation and stakeholder involvement in MSP process took place. Presentations of the MSP research projects, the relevance of their results to the future development of MSP in the BSR were discussed; topics on science input into implementation of the EU Directives and data needs for proper maritime planning were addressed. The need for a pan-Baltic approach, close cross-border cooperation and coordination, usage of existing pilot projects' results, knowledge and experiences in preparation of maritime spatial plans was emphasized. It was commonly acknowledged that education programs/opportunities in MSP shall be further developed.

It was emphasized that the Baltic MSP Forum took place at a perfect time with the EU MSP Directive being at the threshold of adoption. Furthermore, the conference strengthened the inter-personal relations among those involved in MSP.

Between November 2009 and August 2014 15 VASAB CSPD/BSR meetings and 9 VASAB Troika meetings have taken place under Lithuanian, Norwegian, German, Russian and Finnish chairmanship, as well as 9 meetings of the joint HELCOM-VASAB MSP WG have taken place.







**RELEVANT NEW POLICY
INITIATIVES AND PROCESSES**

Resolutions of the Council of Europe Conference of Ministers Responsible for Spatial/Regional Planning (CEMAT, 2010 and 2014)

The 15th CEMAT Session was held in Moscow, Russian Federation, in July 2010. The Ministers adopted Declaration on "Future challenges: sustainable territorial development of the European continent in a changing world", highlighting that climate change, population ageing, and social polarisation call for appropriate and efficient territorial policy responses, and perceiving the need for promoting innovative, sustainable and cohesive territorial development in a context of accelerating globalisation, and as a means of responding successfully to economic challenges in the post-crisis period. Furthermore, the Ministers adopted the Resolution on Contribution of Essential Services to the Sustainable Spatial Development of the European Continent and the Resolution on the Pan-European Charter for the Rural Heritage: Promoting Sustainable Spatial Development "The Rural Heritage as a Factor of Territorial Cohesion".

The 16th CEMAT Session was held in Nafplion, Greece in June 2014. The "Nafplion Declaration: promoting territorial democracy in spatial planning" was adopted by the Ministers. The declaration includes guidelines for public participation in spatial planning. The two other resolutions adopted at the 16th CEMAT Session are on the outcomes of European co-operation in the field of spatial planning and on the contribution of CEMAT to the achievement of the goals of the Council of Europe.

European Union Strategy for the Baltic Sea Region (2009)

The EUSBSR is the first macro-regional strategy in the European Union. There is a direct reinforcing potential between the EUSBSR and the VASAB LTP. Spatial Planning is one of the Horizontal Actions of the EUSBSR Action Plan; VASAB is a leader of this action (for maritime spatial planning - in cooperation with HELCOM) and plays a substantial role in encouraging transnational spatial planning projects. Themes of several Priority Areas and Horizontal Actions are interlinked with Horizontal Action 'Spatial Planning'.

Europe 2020 - A strategy for smart, sustainable and inclusive growth (2010)

The Europe 2020 strategy addresses issues of demographic ageing, climate and resource challenges and competition from new global economic superpowers. The EC intends, inter alia, to:

- facilitate and promote intra-EU labour mobility;
- accelerate the implementation of strategic projects to address critical bottlenecks, in particular cross border sections and inter modal nodes (cities, ports, logistic platforms);
- upgrade Europe's networks, including Trans European Energy Networks, towards a European supergrid, "smart grids", and interconnections, in particular renewable energy sources to the grid;
- promote internet access, especially through actions in support of digital literacy and accessibility.

EU Integrated Maritime Policy (2007) and Maritime Spatial Planning Directive (2014)

The EU Integrated Maritime Policy addresses the challenges of globalisation and competitiveness, climate change, degradation of the marine environment, maritime safety and security, and energy security and sustainability. It names the maritime spatial planning and integrated coastal zone management as a horizontal planning tool that helps regulate the spatial deployment of economic activities in marine waters and coastal areas.

Following the *Road Map for Maritime Spatial Planning on achieving common principles in the EU* (Commission Communication, 2008), a Directive of the European Parliament and of the Council was adopted in 2014 to establish a framework for maritime spatial planning. The framework has a form of a systematic, coordinated, inclusive and trans-boundary approach for maritime governance. The EU Member States will have to transpose the Directive into their national legislation and to nominate competent authority in charge of its implementation by September 2016. The Directive also calls on cooperation with neighbouring countries.

EC intends to implement the Integrated Maritime Policy also by support for the formation of multi-sectoral clusters and regional centres of maritime excellence, and a European network of maritime clusters.

A comprehensive maritime transport strategy until 2018 (Commission Communication – Strategic goals and recommendations for the EU's maritime transport policy until 2018) (2009) requests to provide cost-efficient maritime transport services; ensure the long-term competitiveness of the EU shipping sector; and to create seamless transport chains for passengers and cargo across transport modes.

EC also intends to make steps towards a more interoperable surveillance system to bring together existing monitoring and tracking systems used for maritime safety and security, protection of the marine environment, fisheries control, control of external borders and other law enforcement activities, as well as to undertake pilot actions to reduce the impact of and adapt to climate change in coastal zones.

EU Transport Policy (2011, 2012)

Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (2011) contains 40 initiatives to build a competitive transport system that will increase mobility, remove major barriers in key areas, and fuel growth and employment.

The new TEN-T policy adopted in 2012 intends to put in place a European transport network. It implies reorientation of national transport infrastructure policies to concentrate on the core network, and the nine core network corridors in particular. It means a likely acceleration of investment on cross-border links along these corridors (through earmarked EU funds from the CEF budget and Cohesion Funds) at the expense of funding for missing links and bottlenecks in other parts of the transport network – in case they do not feed the traffic into the 'European' corridors.

The Region is crossed by three TEN-T core network corridors: the Scandinavian-Mediterranean Corridor, the North Sea-Baltic Corridor, and the Baltic-Adriatic Corridor. The core network corridors have also extensions to EU neighbouring countries, like Norway and Russia.

Territorial Agenda of the European Union 2020 (2011)

Territorial Agenda of the European Union 2020 (TA 2020) is an action-oriented policy framework to support territorial cohesion in Europe as a new goal of the European Union.

The TA 2020 encourages cities to form networks in an innovative manner to improve their performance in European and global competition and promote economic prosperity towards sustainable development. It advocates that small- and medium-sized towns can play a crucial role at regional level, being motors of smart, sustainable and inclusive development. Urban-rural interdependence should be recognised through integrated governance and planning based on broad partnership. Territorial integration and cooperation can better utilise potentials such as valuable natural, landscape and cultural heritage, city networks, and labour markets divided by borders. Attention shall be paid to areas along external borders of the EU in this regard.

The TA 2020 emphasises importance of securing access to road, rail, water-based and air transport, and to other infrastructure facilities, such as broadband and trans-European energy networks. Decentralised, efficient, secure and environmentally-friendly production and use of renewable and low carbon energy are supported.

Roadmap towards promoting and enhancing an integrated territorial approach, based on the TA 2020, proposes concrete actions for enhancing integrated territorial approach at different levels of management. A *survey on how countries integrate place-based approach into public policies on national, regional and local level* has been carried out.

Legislation for the EU funding instruments in the 2014-2020 programming period (2013)

The legislation for the European Structural and Investment Funds (ESI Funds) for the years 2014-2020 to facilitate the delivery of smart, sustainable and inclusive growth, while promoting harmonious development of the Union and reducing regional disparities, was adopted in 2013. The ESI Funds regulations make provisions for addressing territorial challenges.

On 2 December 2013 the Council adopted the regulation laying down the EU's multi-annual financial framework for 2014-2020.

Territorial cooperation programmes have been regarded as the well-tailored funding tool for the LTP implementation, therefore an important implication for the 2014-2020 period is attributed to the regulated concentration of the European territorial cooperation on the thematic objectives of:

- developing an economy based on knowledge, research and innovation;
- promoting a greener, more resource-efficient and competitive economy;
- fostering high employment that delivers social and territorial cohesion;
- developing administrative capacity.

ESPON territorial scenarios and visions for Europe (2011-2015)

The ESPON ET2050 project is developing a future-oriented and integrated vision on the development of the European territory. The project analyses baseline trends in a wide variety of socio-economic aspects, including: depopulation, ageing, migration, territorial disparities in economic performance, labour markets, long-distance traffic, accessibility changes, urbanisation, and land consumption, etc. The trends are presented in sub-regional subsets, where the Baltic Sea and Arctic areas form one sub-region. The 2030 horizon coincides with the VASAB territorial cohesion perspective.

Sustainable Blue Growth Agenda for the Baltic Sea Region (2014)

A Commission staff working document on sustainable blue growth agenda for the BSR was adopted by the EC in 2014, it aims at complementing the EUSBSR by identifying areas which could be strengthened with the focus on blue growth. The document suggests a way forward for joining the region's strengths to increase innovation and growth in the maritime area, at the same time bearing in mind environmental challenges.

It considers sustainability as an integral part of the plan as it can act as a driver for innovation and more jobs, like in the area of clean shipping. The EC proposes that

innovation streams should cut across the areas, such as maritime technologies, biotechnologies, renewable energy, port reception facilities, maritime and coastal tourism, including cruise industry and aquaculture. It calls to focus on the skills and qualifications, cluster development, and asks for better targeted funding to support maritime projects.

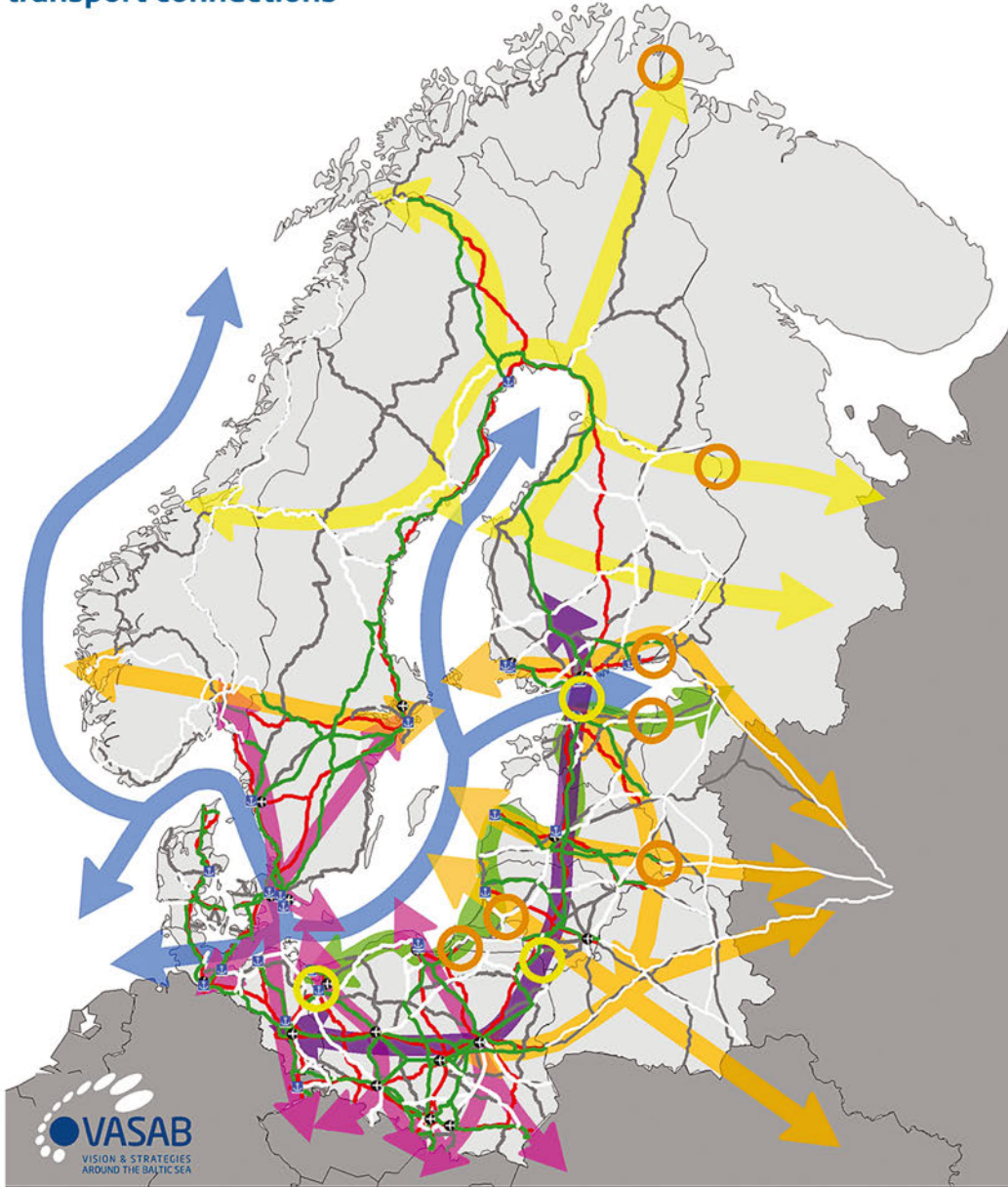
CBSS declarations and CBSS Strategy on Sustainable Development 2010-2015 (2011)

CBSS Vilnius Declaration - A Vision for the Baltic Sea Region by 2020 (2010) contains elements of relevance for VASAB, such as: investment-friendly economies and innovation driven production, integrated maritime policy and well-interconnected transport networks, integrated energy markets, improved energy efficiency and extended use of clean and renewable energy, unemployment, social exclusion, and inequality in the labour market. The Vilnius Declaration was supported in 2014 by renewed CBSS long-term priorities, including *sustainable and prosperous region*.

Several declarations and statements endorsed at the CBSS Summits provide political backup to the specific VASAB actions. This applies to:

- Declaration of the 16th CBSS Ministerial Session, Oslo, June 2011 - maritime spatial planning and extension of transport corridors to the neighbouring countries;
- Declaration on Energy Security in the Baltic Sea Region - Adopted by the 17th Extraordinary CBSS Ministerial Session, Schloss Ploen, February 2012 - effective energy systems, promotion of energy efficiency and the use of renewable energy;
- 9th Baltic Sea States Summit, Stralsund, May 2012 - Presidential Communiqué impact of demographic change in the future;
- 5th CBSS Conference of Ministers of Transport - Moscow Joint Ministerial Declaration, Moscow, December 2012 - an integrated, safe, sustainable and efficient transport system in the BSR, and maritime governance, and cross-sectoral maritime training;
- Statement of the High Level Conference on the Protection of the Environment of the Baltic

Comparison of TEN-T core network and VASAB LTP transnational transport connections



| Legend | | |
|-----------------|---------------------------|---|
| VASAB countries | TEN-T core network | Need for enhancement of cross-border links |
| Other countries | Roads | Within the EU territory |
| | Railway | On external EU borders |
| | Airports | |
| | Ports | |
| | Other network | |
| | Other roads | |
| | Other railway | |
| | | VASAB transnational transport connections |
| | | West-East routes in the northern periphery |
| | | Seaport connection |
| | | Motorway of Baltic Sea |
| | | Rail/Via Baltica |
| | | West-East road and rail links |
| | | North-south road and rail links |

Note: VASAB transnational transport connections and cross-border links are reflected as described in the LTP. The need for enhancement of a cross-border link on the EU external border (Vilnius-Minsk direction) is noted by Lithuania in 2014.

Sea Region, Saint Petersburg, April 2013 – maritime spatial planning as a basic mechanism for the application of the ecosystem approach in the management, and sustainable use of marine resources.

The CBSS Strategy on Sustainable Development composes four strategic areas of cooperation: climate change, sustainable urban and rural development, sustainable consumption and production, innovation and education for sustainable development.

Finland's Strategy for the Arctic Region (2012)

The Strategy can be regarded a pro-active instrument tackling the increased significance of the Arctic Region as regards mining, maritime industry and shipping, with due consideration to sustainable development. The document addresses adaptation actions and ways to exploit the territorial potential of the northernmost parts of the country, e.g., communications and collaboration between research institutes and universities offering Arctic research, partnerships between SMEs, companies and umbrella organisations, availability and free mobility of labour and businesses, new transport routes in the Arctic Region, power transmission lines and local decentralised production of renewable energy, ICT connections, and maritime safety along the Arctic navigation lines.

Strategy of social and economic development of the North-West Federal District of Russia until 2020 (2010-2011)

The Strategy defines priorities and development measures for the transport, energy, industrial and social infrastructure in the North-West Federal District (NWFD) of the Russian Federation. The Action Plan of the NWFD Strategy 2020 contains the following areas: economic development; removal of limitations and barriers in transport, energy, information and other infrastructure; social development; tackling environmental problems. The Action Plan is accompanied by a list of priority investment projects.

Macroregional Transport Action Plan (2012) and the Baltic Transport Outlook 2030 (2011)

The Macroregional Transport Action Plan (MTAP) and the Baltic Transport Outlook 2030 (BTO 2030) study mark two development processes at the macro-regional level, led by the regional and national authorities, respectively. Their stakeholders (also in a dialogue with the NDPTL) identified three synergy areas: infrastructure investment pipeline; greening of transport corridors, and a transport model for the BSR.

MTAP is a strategic document developed by the TransBaltic project in cooperation with other transnational and cross-border projects in the BSR. It attempts to facilitate the development of a sustainable multimodal transport system in the BSR by setting a vision for 2030, proposing an optimum scenario to achieve it, and laying down a number of policy actions.

The BTO 2030 main aim was to achieve better prerequisites for national long term infrastructure planning in the BSR to make it more accessible and competitive. The BTO 2030 project analysed the current transport infrastructure situation, goods and passengers flows in the year 2030 perspective and provided four priority recommendations for joint infrastructure planning for the so called BSR Strategic Transport Network.

Baltic Development Forum State of the Region Report series (yearly editions, the latest in 2014)

The Baltic Development Forum State of the Region reports cast a light on the global market circumstances of the socio-economic development in the BSR. They provide information on the competitiveness of the Region as a whole and the individual national economies. The Reports deliver important evidence for VASAB LTP actions dealing with entrepreneurship, industrial clusters and cooperation of the metropolitan areas and larger urban centres of all the BSR countries, including Russia.



CHALLENGES AHEAD

Four years after the adoption of the VASAB LTP, the Region has seen changes in the magnitude and range of factors affecting the territorial development.

As argued in the latest territorial research work of the ESPON BSR-TeMo project, the former East-West divide, although still existent, is shifting its form. From being a primarily economic gap it has now transformed into a more complex one, where social differences play a more important role.

At the same time, the urban-rural polarisation has gained strength, in particular between adjacent regions inside the BSR countries. The interplay of geographical location and urban hierarchy has pushed the capital and second-ranked urban regions in the Eastern part of the BSR to be catching up with sparse remote regions in the Western-BSR in terms of economic wealth, while peripheral rural regions in the Eastern-BSR are on a decline path.

Other important global, European and macro-regional tendencies, still to be tackled by coordinated policy response, include:

- social and demographic processes, with ageing of the BSR population and labour migration movements of mostly young, well-educated and qualified people;
- continued growth of metropolitan areas and urban sprawl, resulting in increasing long distance commuting;
- new configuration of global superpowers, with BRIC countries (Brazil, Russia, India and China) gaining importance, as both producers

and consumers of goods due to a fast-growing middle class;

- rising energy prices vs. the need of maintaining and improving mobility as the basic service provided by transport;
- diversification of energy sources;
- growing pressure on sea resources and increasing sea use conflicts (e.g. transport, seabed mining, production of renewable energy, tourism, fishing, environmental protection, etc.);
- climate change phenomena affecting the living and working conditions of the BSR communities and opening up new global transport alternatives (e.g. the Northern Sea Route).

To sum up, VASAB in the coming years will have to address the following main issues:

1. territorial development of the macro-region, monitoring of the development processes;
2. maritime spatial planning implementation in a coherent way, interlinking maritime and land-based planning;
3. urban networking and urban-rural cooperation in functional regions taking into account declining population in some areas and promoting better quality of life;
4. further territorial integration, better connectivity and accessibility to overcome bottlenecks and missing links across the borders;
5. sustainable production and use of energy facilitating grid interconnections and more environmentally sound/renewable energy solutions.

List of organizations/institutions mentioned

BaltMet - Baltic Metropolises Network, a forum for capitals and large metropolitan cities around the Baltic Sea (with Berlin, Copenhagen, Helsinki, Malmö, Oslo, Riga, Stockholm, Saint Petersburg, Tallinn, Vilnius and Warsaw as members) aiming to promote innovativeness and competitiveness in the Baltic Sea Region by engaging cities, as well as academic and business partners into close cooperation

BaltMet Info Forum - aims to increase the quality of the information services in the cities of the Baltic Metropolises Network by seeing and learning, by making use of the technical knowledge and experiences in using different channels in the information work in partner cities

BASREC - the Baltic Sea Region Energy Co-operation, an intergovernmental cooperation of energy ministers of the Baltic Sea Region countries

BCCA - the Baltic Sea Chambers of Commerce Association, organisation uniting Chambers of commerce from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, Russia and Sweden in their effort to protect and uphold the interests of private entrepreneurship in the Baltic Sea Region

BONUS - a joint Baltic Sea research and development programme producing knowledge to support development and implementation of regulations, policies and management practices specifically tailored for the Baltic Sea Region

BPO - Baltic Ports Organization, it includes 45 most significant ports in the nine countries surrounding the Baltic Sea with an aim to facilitate cooperation among the ports and to monitor and improve the possibilities for shipping in the Baltic Sea Region

BSLF - the Baltic Sea Labour Forum, cooperation body where trade union, employer organisation parliament and governmental organisation representatives work together to create sustainable regional labour markets within in the Baltic Sea Region

BSPC - the Baltic Sea Parliamentary Conference, a forum for a political dialogue between parliamentarians from the Baltic Sea Region

BSSSC - the Baltic Sea States Sub-regional Cooperation, a political network of regional authorities of the countries in the Baltic Sea area

BUP - Baltic University Programme, a network of about 225 universities and other institutes of higher learning throughout the Baltic Sea Region

CBSS - the Council of the Baltic Sea States, an overall political forum for intergovernmental cooperation of 11 states of the Baltic Sea Region

CEDIPT - Committee for Economic Development, Industrial Policy and Trade of Saint Petersburg City Administration

CEMAT - European Conference of Ministers responsible for regional and spatial planning that brings together representatives of the 47 member states of the Council of Europe

CPMR-Baltic Sea Commission - a geographical commission of the Conference of Peripheral Maritime Regions promoting and defending interests of the coastal regions around the Baltic Sea

CSPD/BSR - VASAB Committee on Spatial Planning and Development of the Baltic Sea Region

DG MARE - Directorate-General for Maritime Affairs and Fisheries of the European Commission

EC - the European Commission

EEN - Enterprise Europe Network, it brings together business support organisations from more than 50 countries helping small companies make opportunities in the European Union

ESPON - European Observation Network for Territorial Development and Cohesion, which aims at supporting policy development in relation to territorial cohesion and a harmonious development of the European territory

EU - the European Union

HELCOM - Helsinki Commission, an intergovernmental cooperation between Denmark, Estonia, the European Community, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden aiming to protect the marine environment of the Baltic Sea from all sources of pollution

ICES - International Council for the Exploration of the Sea

NDPTL - Northern Dimension Partnership on Transport and Logistics

Nordregio - Nordic Centre for Spatial Development, a leading international Nordic research institute in the field of regional studies

NSPA - the network for the Northern Sparsely Populated Areas in Northern Europe (Finland, Sweden and Norway)

OSPAR - a mechanism by which 15 governments of the western coasts and catchments of Europe, together with the European Union, cooperate to protect the marine environment of the North-East Atlantic. It started in 1972 with the Oslo Convention, and contracting parties cooperate through the OSPAR Commission

SIDA - a government agency working on behalf of the Swedish parliament and government, with the mission to reduce poverty in the world and carrying out enhanced development cooperation with a total of 33 countries in Africa, Asia, Europe and Latin America

UBC - Union of the Baltic Cities, co-operation at local level between cities surrounding or close to the Baltic Sea

VASAB - Vision and Strategies around the Baltic Sea, an intergovernmental co-operation of ministers responsible for spatial planning and development of 11 Baltic Sea Region countries

List of projects and documents mentioned

ADES - ESPON project "Airports as Drivers of Economic Success in Peripheral Regions"

Amber Coast Logistics - the BSR Programme project "Connecting Remote Areas of the Southern and Eastern Baltic Sea Region"

Baltic Palette II - the BSR INTERREG IIIB project on development of a dynamic and sustainable region in cooperation between the metropolitan areas of Stockholm, Helsinki, Tallinn, Riga and Saint Petersburg

Balt.AirCargo.Net. - the BSR Programme project "Improvement of the air cargo transport sector by service-oriented ICT-methods and processing logistic network"

BaSIC - the BSR Programme project "Baltic Sea InnoNet Centres"

BGLC - the BSR Programme project "Bothnian Green Logistics Corridor"

BSLN - the Baltic Sea Labour Network, a transnational cooperation project of 22 partners and associated partners from 9 countries in the Baltic Sea Region funded by the BSR Programme

BSR InnoShip - the BSR Programme project "Baltic Sea cooperation for reducing ship and port emissions through knowledge and innovation-based competitiveness"

BSR-TeMo - ESPON project "Territorial Monitoring for the Baltic Sea Region"

BSR TransGovernance - the BSR programme project "Multi-level governance support to the implementation of Priority Area "Transport" in the EU Baltic Sea Strategy"

BTO 2030 - the EU co-financed project "Baltic Transport Outlook 2030"

DC NOISE - the North Sea Region Programme project "Demographic Change: New Opportunities in Shrinking Europe"

Defris - the BSR INTERREG IIIB project "Development of First Division Regions"

DEMIFER - ESPON project "Demographic and Migratory Flows Affecting European Cities"

ET2050 - ESPON project "Territorial Scenarios and Visions for Europe"

EUSBSR - the European Union Strategy for the Baltic Sea Region

EWTC II - the BSR Programme project "The East West Transport Corridor II"

HINTERLAND - the BSR INTERREG IIIB project "Hinterland potentials for a spatial development under decline"

JOSEFIN - the BSR Programme project "Joint SME Finance for Innovation"

LTP - VASAB Long-Term Perspective for the Territorial Development of the Baltic Sea Region till 2030

MECIBS - the BSR INTERREG IIIB project "Medium Sized Cities in Dialogue around the Baltic Sea"

Scandria - the BSR Programme project "The Scandinavian-Adriatic Corridor for Innovation and Growth"

SEBCo - the BSR INTERREG IIIB project "City-hinterland cooperation as motor for regional development in the South Eastern Baltic"

TA-HAL - Technical assistance project to the Horizontal Action "Spatial Planning" of the European Strategy for the Baltic Sea Region, funded by the European Commission executed by the VASAB Secretariat

TransBaltic - the BSR Programme project "Towards an integrated transport system in the Baltic Sea Region"

NSPA Foresight 2020 - the report "Northern Sparsely Populated Areas Foresight 2020", produced by Nordregio and commissioned by the NSPA network

MONA LISA 2.0 - the EU co-financed Motorways of the Sea project which aims at giving a concrete contribution to the efficient, safe and environmentally friendly maritime transport

MTAP - Macro-regional Transport Action Plan, a strategic document developed by the TransBaltic project in cooperation with other transnational and cross-border projects in the Baltic Sea Region

RBGC - the BSR Programme project "Rail Baltica Growth Corridor"

RECO Baltic 21 Tech - the BSR Programme project "Towards Sustainable Waste Management in the Baltic Sea Region"

RURBAN - Partnership for sustainable urban-rural development initiative - a preparatory action agreed by the European Parliament in 2010 and managed by the European Commission

TA 2020 - Territorial Agenda of the European Union 2020

URMA - INTERREG IVC project "Urban-rural partnerships in metropolitan areas"

Other abbreviations and acronyms used

BSR - the Baltic Sea Region

ESI Funds - European Structural and Investment Funds

GIS - Geographical Information Systems, computer systems/tools to display and analyse information geographically

ICT - information and communication technologies

MoS - Motorways of the Sea

MSP - maritime spatial planning

NGOs - non-governmental organizations

NUTS - nomenclature of territorial units for statistics, a hierarchical system for dividing up the economic territory of the European Union

NWFD - North-West Federal District of the Russian Federation

SME - small and medium size

TEN-T - Trans-European Transport Network

Progress Report on the Implementation of the VASAB Long-Term Perspective for Territorial Development of the Baltic Sea Region, 2009-2014

The Report is based on the Progress Review Report prepared by Wiktor Szydarowski in December 2013, funded by the Technical Assistance grant of the European Commission for the implementation of the EU Strategy for the Baltic Sea Region, Horizontal Action "Spatial Planning".

The Report is reviewed by the VASAB Committee on Spatial Planning and Development of the Baltic Sea Region (CSPD/BSR), and members of the CSPD/BSR have provided valuable amendments to the text.

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