SUMMARY of NEEDS and BOTTLENECKS in the NSB CoRe PROJECT AREA

The Report is produced under the contract «Elaboration of a joint transnational spatial vision on regional development, logistics and mobility of the North Sea Baltic corridor within the framework of INTERREG VB project 'North Sea Baltic connector of regions' (NSB CoRe)»

SIA SAFEGE Baltija
December, 2017

Responsibility for the content and presentation of findings and recommendations rest with SAFEGE Baltija team.

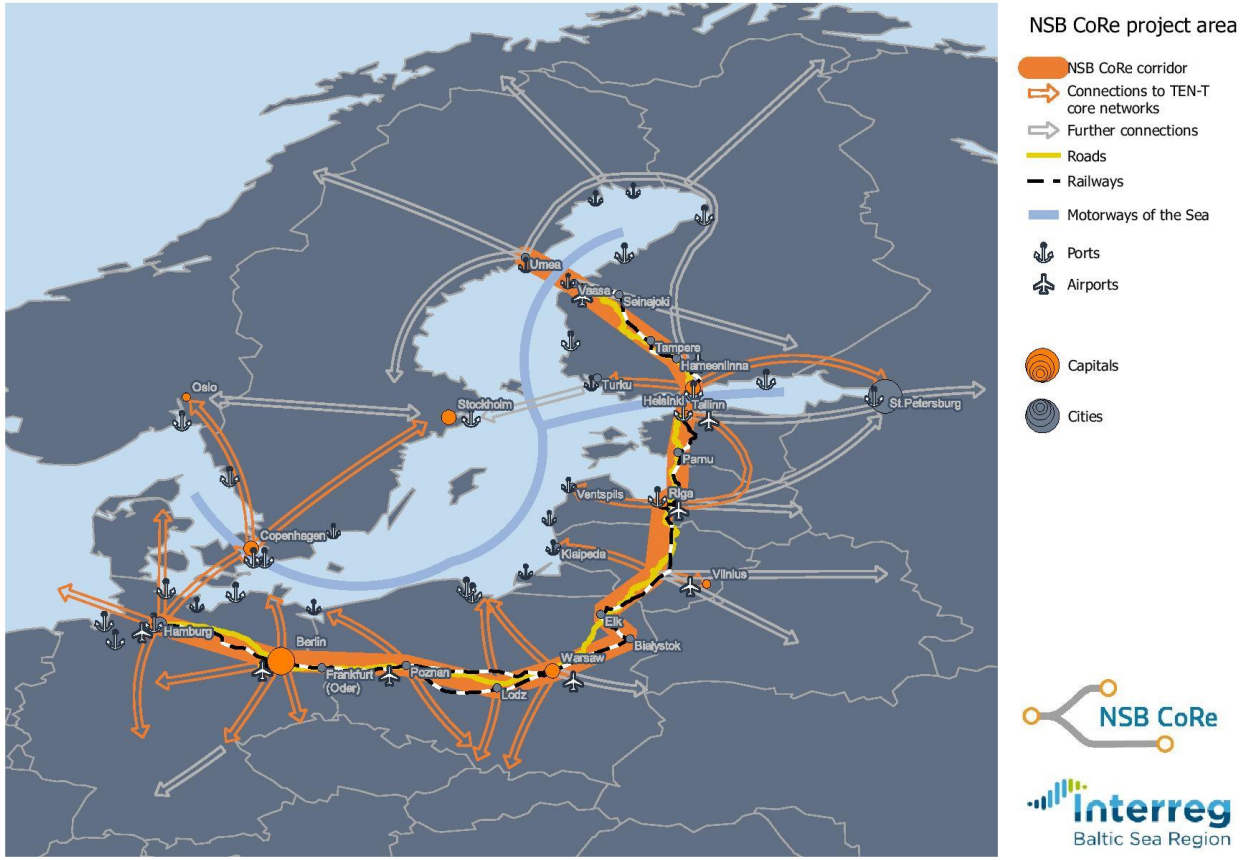
CONTENT

I BACKGROUND

NSB CoRe project as part of the Interreg VB Baltic Sea Region Programme has started its life in April 2016. Objective of the project is to enhance regional development by improving internal and external accessibility in the Eastern-Baltic Sea Region to freight and passenger transport. 16 project partners from seven countries work jointly to achieve the goal. The project should also assist puting EU TEN-T policy to real life and to link North Sea-Baltic Core Network Corridor with regional transport networks and urban nodes. NSB corridor is stretching from Hamburg via Berlin, Warsaw, Kaunas, Riga, Tallinn reaching Helsinki and then extending the NSB CNC to Hämeenlinna, Tampere, Vaasa and the surrounding regions in Finland and until Umea and Region Västerbotten in Sweden (please see the Map #1).

The **Vision of the NSB CoRe corridor** is being elaborated by the VASAB Secretariat in order to enhance regional development, logistics and mobility. The main aims of the Vision are to:

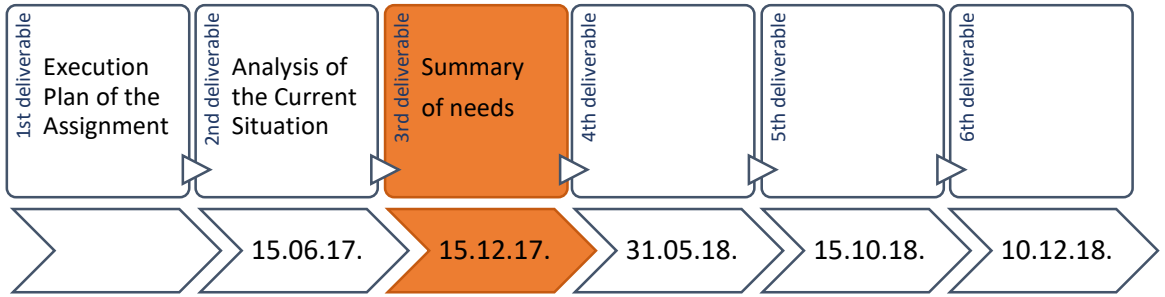
- Identify the existing or possible discrepancies in national, regional or local spatial plans of the North Sea–Baltic corridor bordering states;
- Seek for the needs of improvements of the North Sea–Baltic corridor connections with the 2nd level transport networks;
- Assess impact of the NSB CoRe corridor upon regional development processes in the territory of the corridor.



Map #1 NSB CoRe project area

II INTRODUCTION AND METHODOLOGY

The overall **objective** of the consultancy assignment is to assist the VASAB Secretariat with elaboration of the Joint transnational spatial vision on regional development, logistics and mobility of the North Sea-Baltic corridor (hereinafter – the Vision). The contract for this task was signed in January 2017 between the VASAB Secretariat (the Client) and SAFEGE Baltija (the Consultant), as part of the NSB CoRe project. The assignment consists of the Inception phase and six consecutive steps of implementation with the deliverables assigned to each step. The current report is delivered under Step 3, see the Picture below.



Picture# 1 The overview of the Consultancy Assignment

This Report presents preliminary results of the **Summary of Needs and Bottlenecks** that was developed mainly using information provided by the stakeholders. During elaboration of the summary information gained from the workshops (workshops were carried out in Poznan, Helsinki, Riga, Warsaw), SWOT analysis, survey and interviews with the key stakeholders and planning documents was analyzed.

The Summary is divided into three territorial sections - **North** (Sweden and Finland), **Central** (Estonia, Latvia, Lithuania) and **South** (Poland, Germany). Common issues which apply to more than one territorial area are specified, to ensure consistency. In addition, issues that need to be addressed at the global level have been identified and structured according to the territorial belonging. Hence, the needs and bottlenecks are structured in three categories – local and regional/national, macro-regional and global (including EU). The needs comprise both institutional and infrastructure related aspects to be addressed in order to ensure functioning of the NSB CoRe corridor. Needs are considered to be the deficient and missing parts of the transport infrastructure, along with the potential for improvement and development, i.e., these should not be seen as a criticism of the current state, but as a potential for further development.

Considering the fragmentation and the distinctive degrees of detail of the information, the provided summary of needs and bottlenecs is a preliminary assessment. Therefore, validation and replenishment of the needs and bottlenecks with the stakeholders should be carried out to achieve a complete set of information. Nevertheless, the current list can also serve as basis for further discussions during the visioning process.

The Report also includes finding from the **case studies** from other projects that are considered as relevant regarding development of the Vision of the NSB CoRe corridor. In addition, summary of **SWOT analysis** and **Stakeholder mapping** have been included in this report to give an overview of the information obtained and analysed.

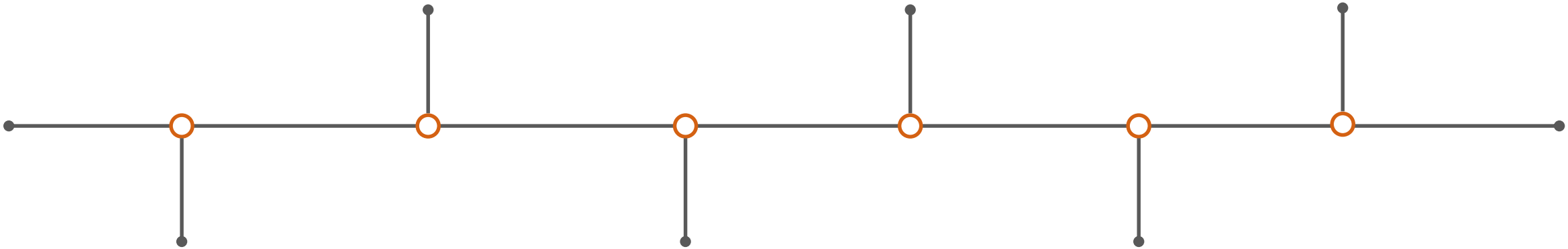
II INTRODUCTION AND METHODOLOGY

Analysis of current situation

Three ***workshops of stakeholders*** were organised to identify overall framework of the spatial vision and main aspects of SWOT

SWOT analysis performed regarding connections, infrastructure, governance and impact

Analysis of needs and bottlenecks in the NSB CoRe project area regarding infrastructure and institutional aspects



Stakeholders mapping performed to identify key organisation that need to informed and involved in development of the spatial vision

Desk review of planning and legal documents, results of other work packages of NSB CoRe project

Interviews and survey of related stakeholders

Picture# 2 The overview of the Analysis of current situation

III Stakeholders mapping

Identifying , analysing and prioritising

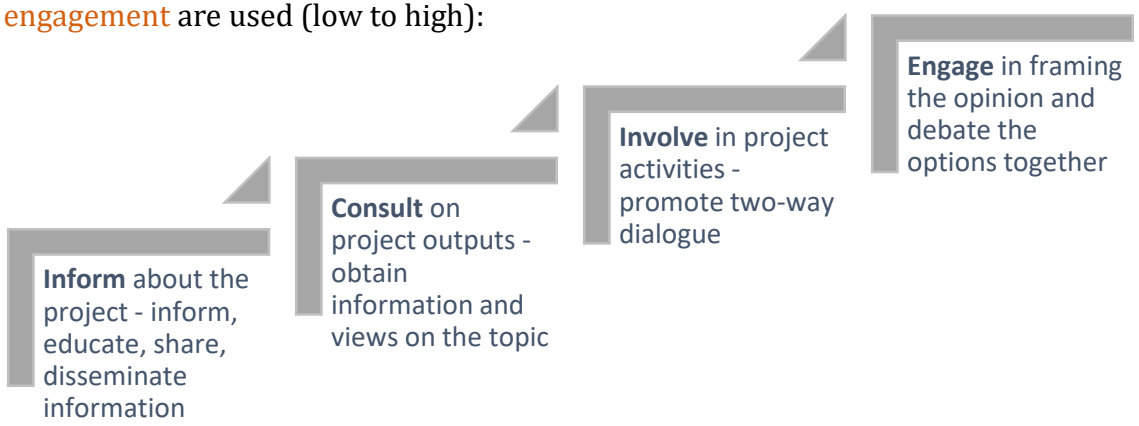
Stakeholders are divided in four categories:

- Legally legitimate stakeholders – mostly national, regional authorities;
- Economically legitimate stakeholders – representing economic powers and interests;
- Stakeholders with policy mandate – representing potential of influencing political decisions (social partners, NGOs etc.);
- Stakeholders with a scientifically based legitimacy – academy / consultancy.

Analysis was performed in several stages – initially analysis of legislation was carried out to identify the legitimate stakeholders, further project teritorry was analysed and consultations with the project partners carried out to verify and ammend the list. Five **criteria** were used, representing level of expertise, interest to participate in project activities and usefulness of their engagement:

- Contribution (high, medium, low): does the stakeholder has information or expertise that could be helpful to the development of the vision?
- Relevance (high, medium, low): to the development of the vision or to the planning / functioning of the corridor.
- Willingness to participate (high, medium, low): how willing is the stakeholder to engage in the development of the vision?
- Influence/Power (high, medium, low): how much influence/power (political, commercial or legislative) does the stakeholder have?
- Necessity of involvement (high, medium, low): how critical is the involvement of the stakeholder in the process for the success of the project?

Ranking of stakeholders' relevance and level of engagement was performed on basis of previous analysis and mapping. For prioritization four levels of engagement are used (low to high):



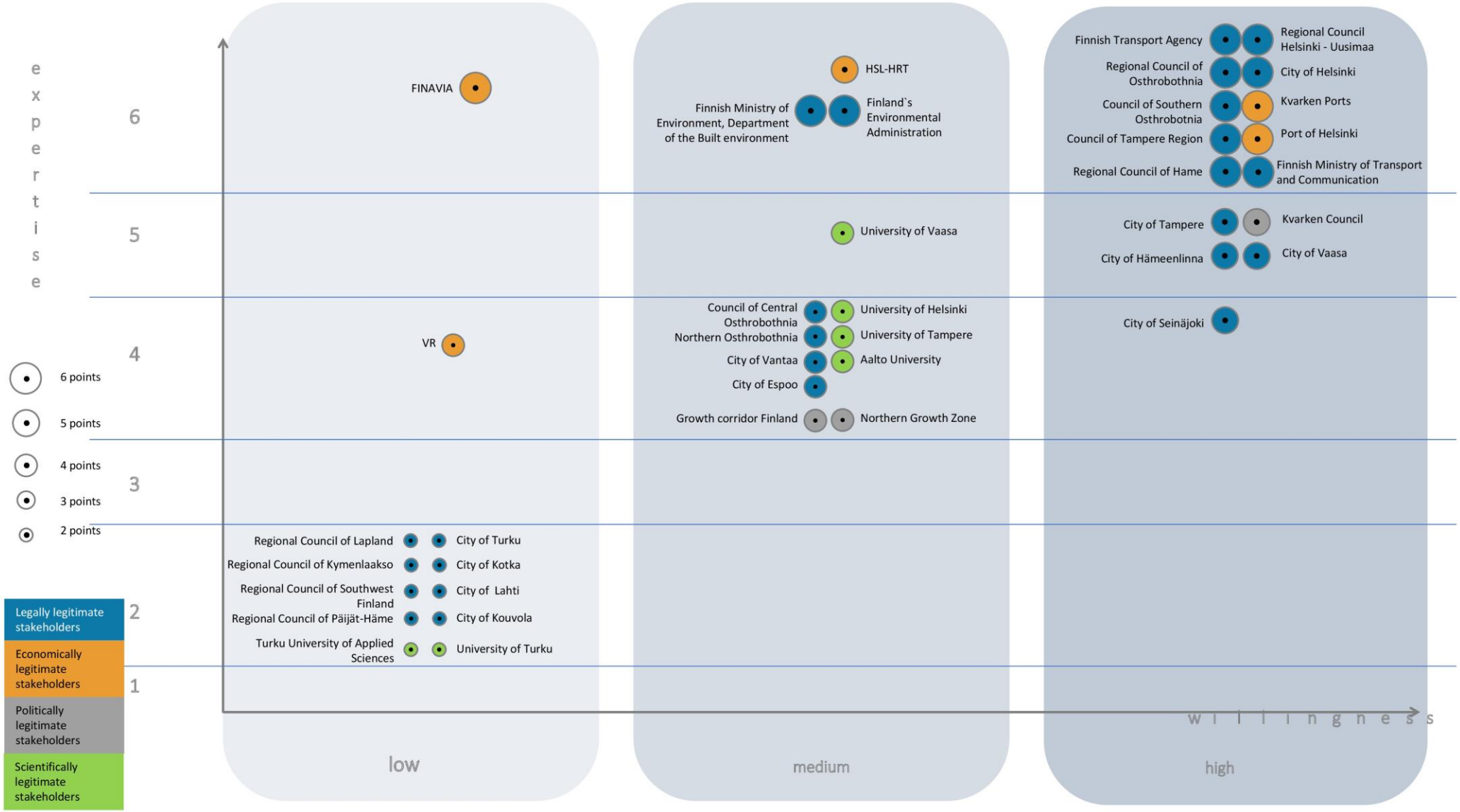
Picture#3 Mapping of Stakeholders

Stakeholders mapping was performed for each country represented on the NSB CoRe network. A common sheet was prepared covering cross border or multi regional stakeholders. It should be noted, that current analysis presents the current state of play, and should be subject of change depending on further developments in the sector.

During the elaboration of the Vision, the highest attention should be paid to the stakeholders with the highest expertise, which are concentrated in the sectors "engage" and "involve/consult".

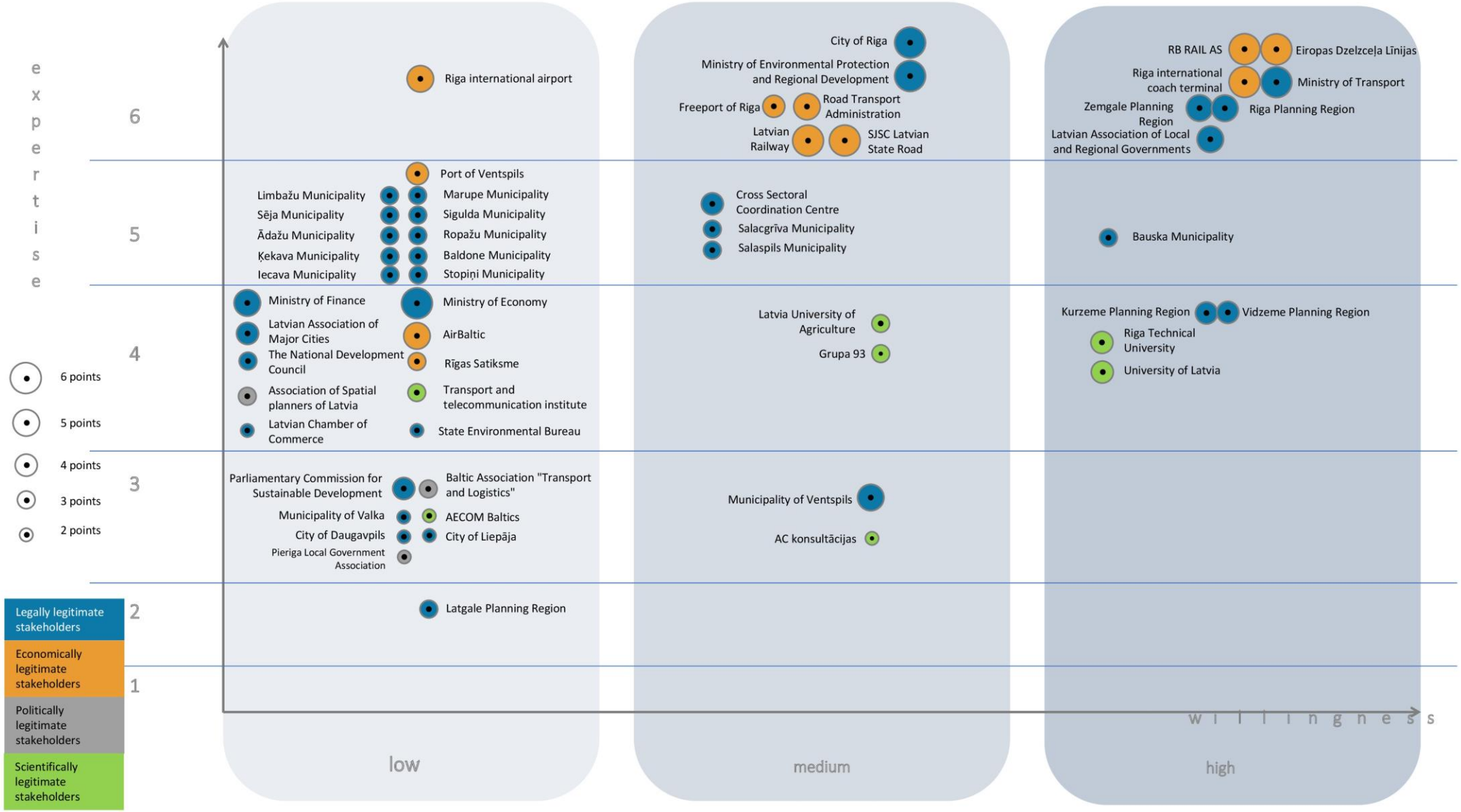
III Stakeholders mapping - Sweden

III Stakeholders mapping - Finland

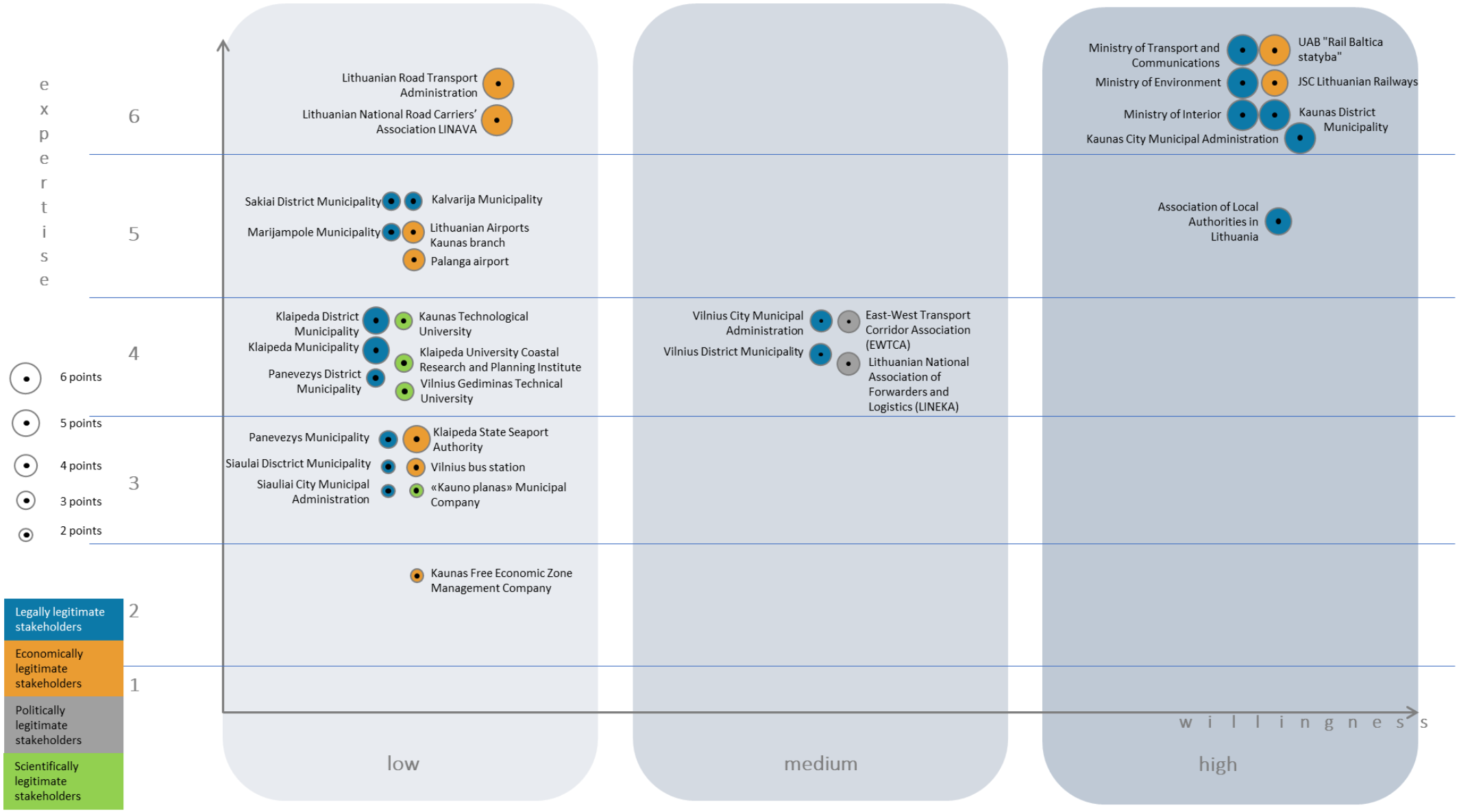


III Stakeholders mapping - Estonia

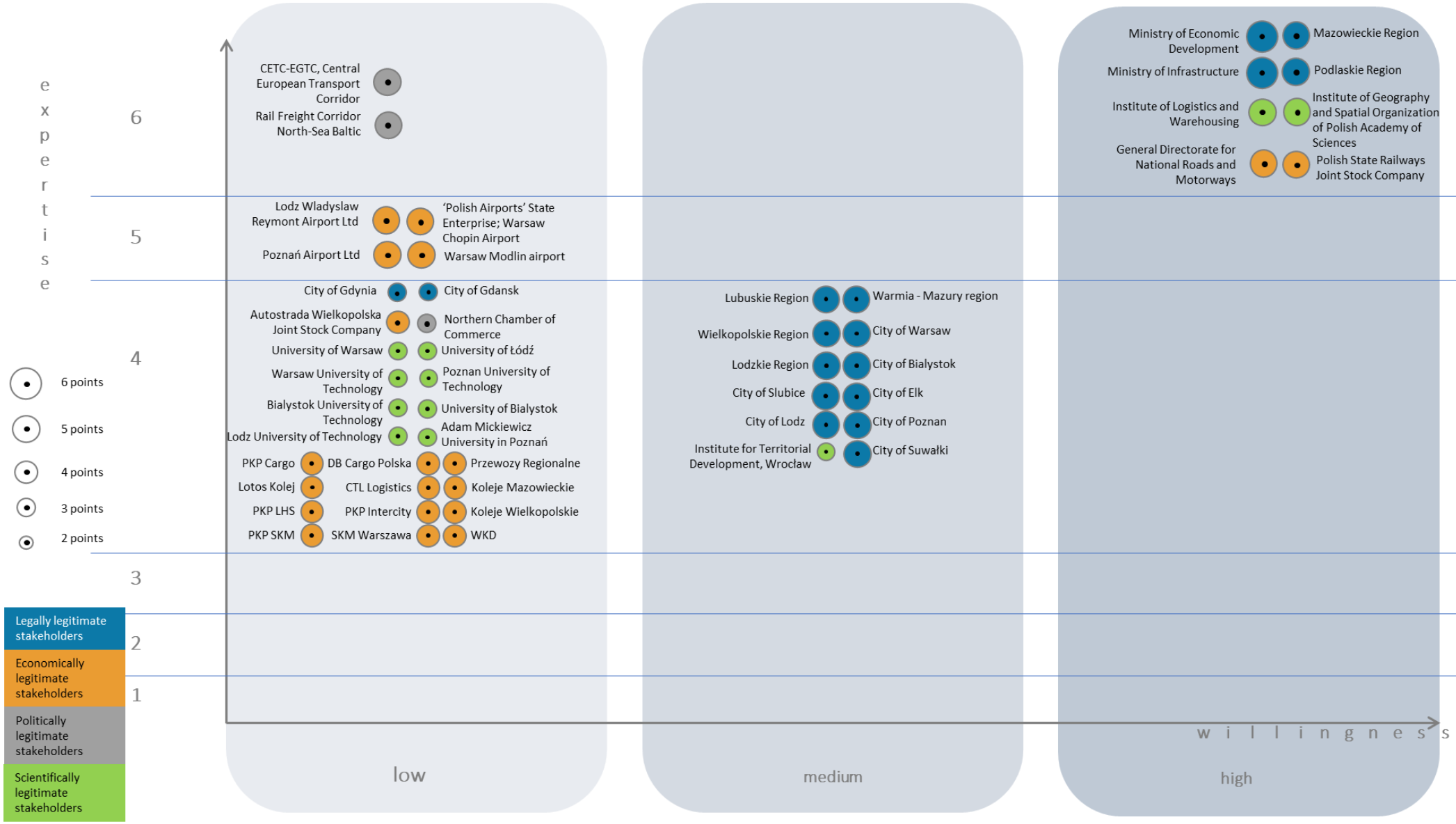
III Stakeholders mapping - Latvia



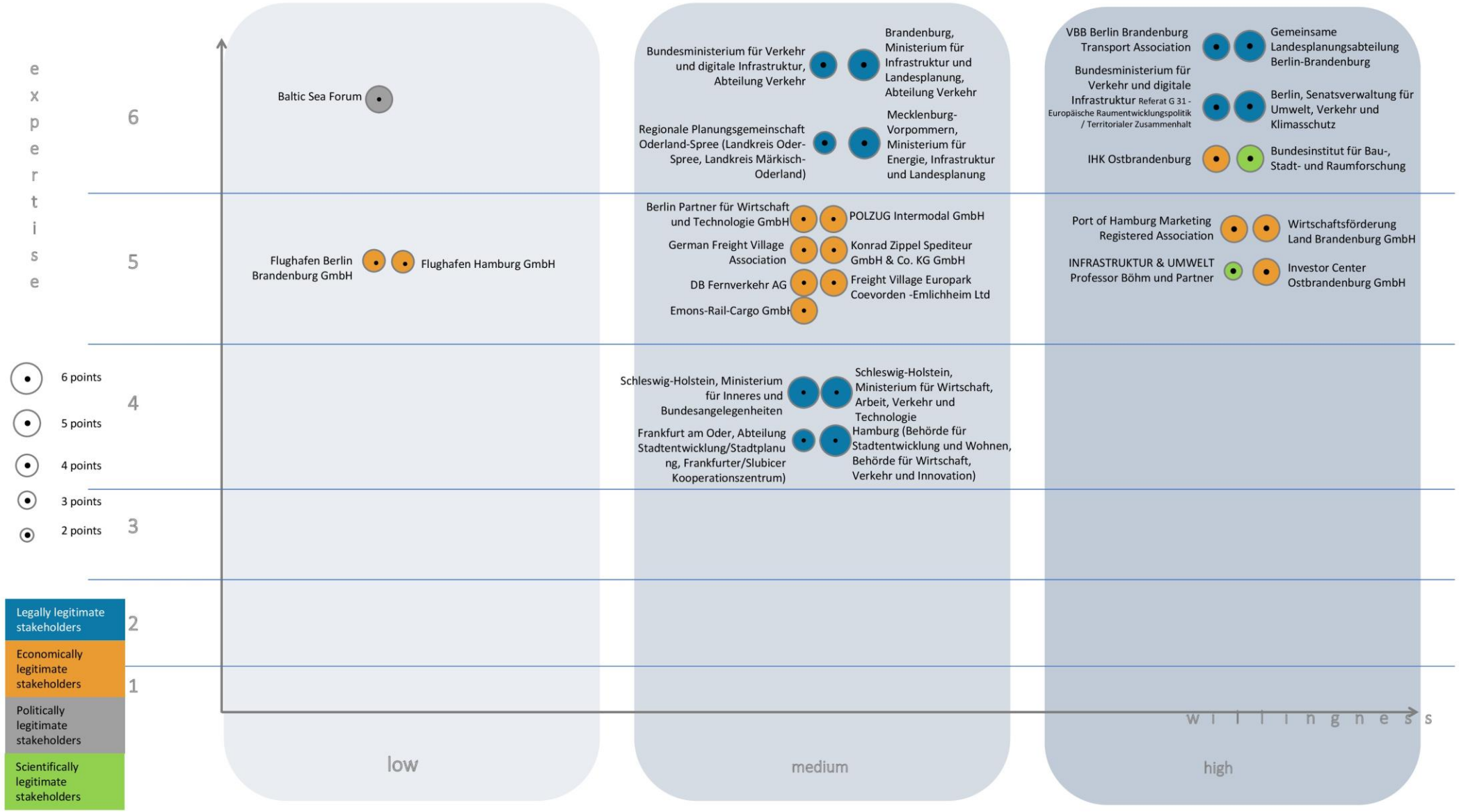
III Stakeholders mapping – Lithuania



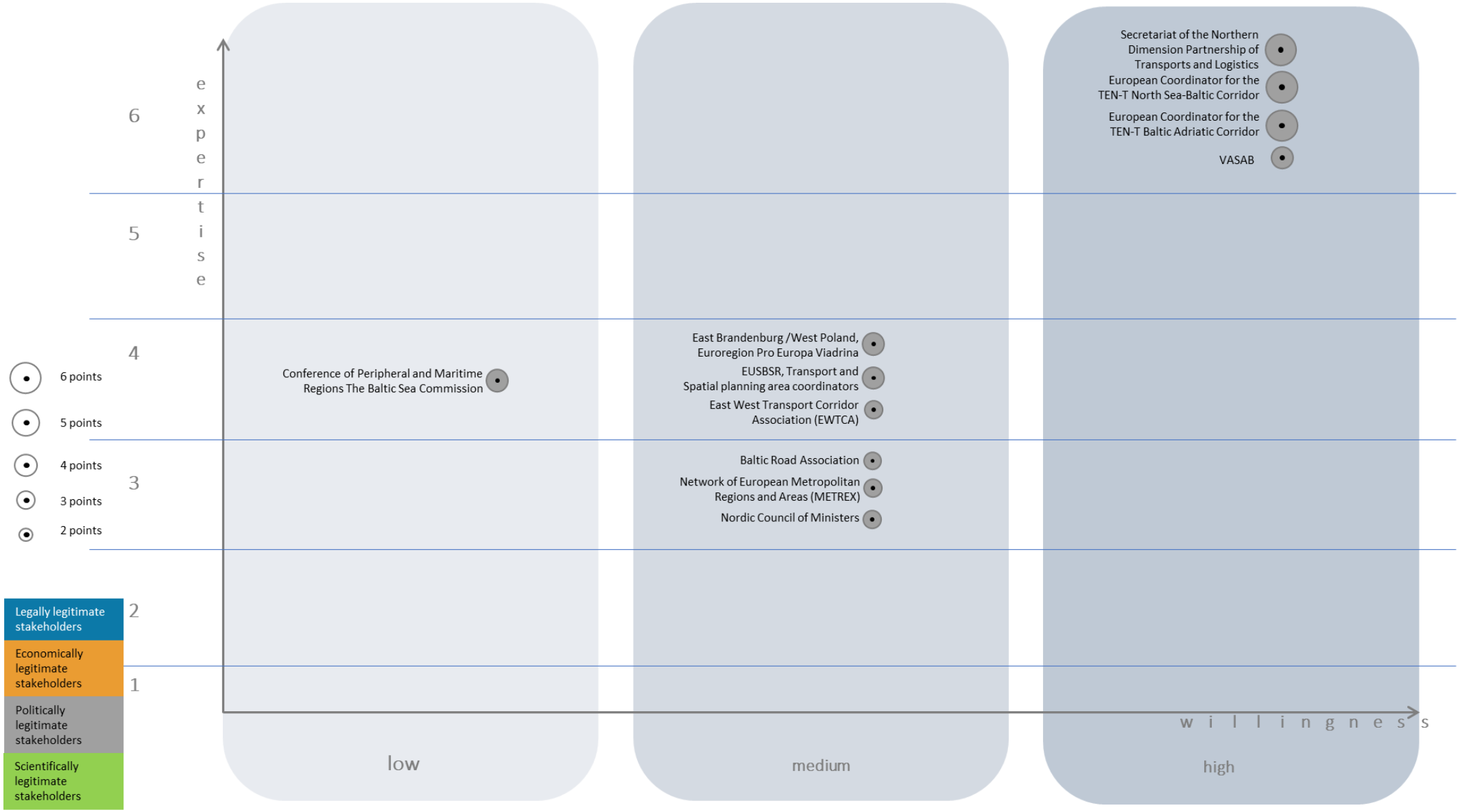
III Stakeholders mapping - Poland



III Stakeholders mapping - Germany



III Stakeholders mapping – cross border organisations



IV SWOT Analysis

Elaborated through several steps

Three workshops for stakeholders were organised - September, 2016 in Poznan, Poland for project partners, Polish and German stakeholders, January 2017 in Helsinki, Finland for Swedish, Finnish and Estonian stakeholders and in April 2017 in Riga, Latvia for Baltic States stakeholders[1].

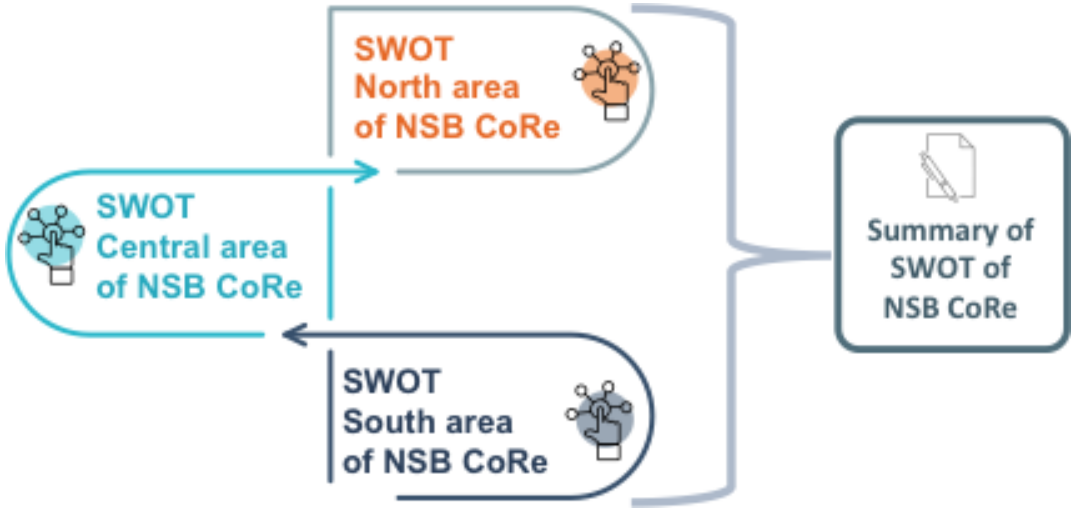
The desk review of planning and legal documents highlighted additional aspects that were included in the SWOT analyses.

The first draft of the SWOT analysis was discussed during the interviews with 30 persons from all countries covered by the NSB CoRe project area (the list of interviews and questions please see in the Annex 3). Results from these interviews were incoroporated in the final version of SWOT analysis.

Within the 8th Annual Forum of EUSBSR (on June 2017, in Berlin, Germany) a joint workshop for three transport flagships was organised, where most important aspects of the SWOT analysis for NSB CoRe were discussed.

As the result the SWOT analysis has been prepared for further discussions of the elaboration of the spatial vision of the NSB CoRe. There are three separate SWOT analyses prepared for each area – North area (Sweden, Finland, northern Estonia), Central area (Estonia, Latvia, Lithuania) and South area (Poland, Germany).

The summary of SWOT analysis contains global and common aspects for all three areas with some best case examples highlighted from the particular regions.



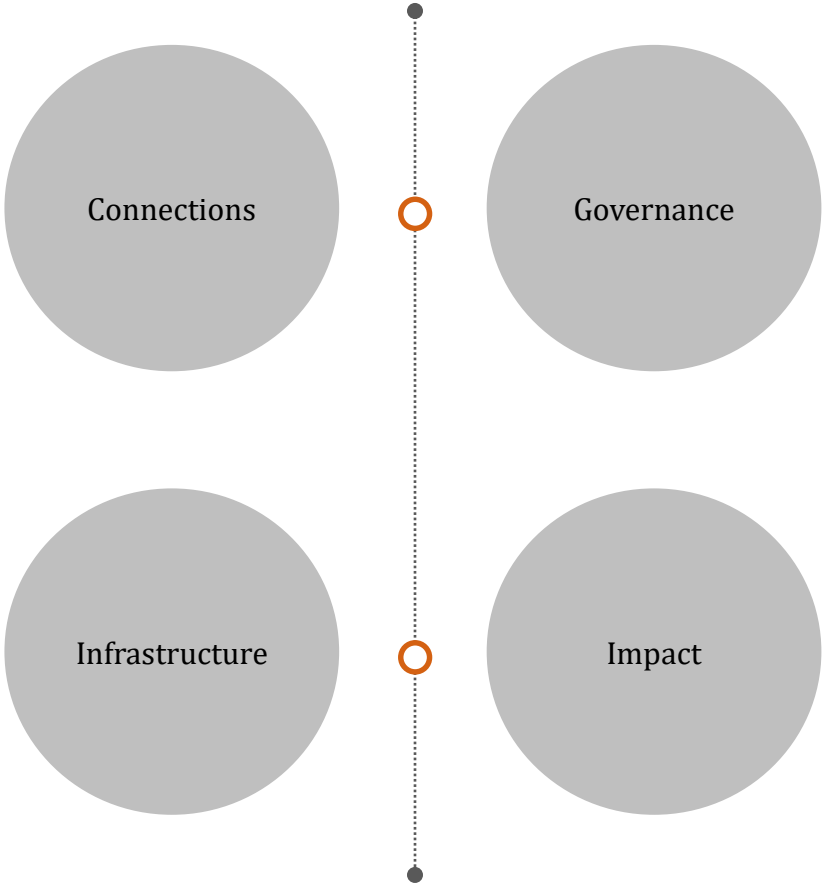
Picture#4 The overview of SWOT Analysis

[1] More information on the workshops and outcomes available: https://www.uudenmaanliitto.fi/en/projects/nsb_core_north_sea_baltic_connector_of_regions/news_and_events/first_regional_workshop_on_ten-t_north_sea-baltic_corridor_improvements.24596.news, https://www.uudenmaanliitto.fi/en/projects/nsb_core_north_sea_baltic_connector_of_regions/news_and_events/second_regional_workshop_on_better_connectivity_with_north_sea-baltic_corridor.25897.news, https://www.uudenmaanliitto.fi/en/projects/nsb_core_north_sea_baltic_connector_of_regions/news_and_events/3rd_regional_workshop_on_improved_accessibility_along_the_north_sea-_baltic_corridor_held_in_riga.26914.news

IV SWOT Analysis

Organised in four topic areas

Connections seek to find out what are the main nodal points? What is the role of these nodes and modes of transport. How connections are provided to urban, hinterland, underpopulated areas? How integration with other transport systems is provided?



Governance and cooperation focuses on spatial planning frameworks, spatial management, related policies, national regulations and planning documents, harmonization of standards, cooperation of cities and knowledge exchange across borders.

Infrastructure and technology involves issues, e.g., technical standards, ticket systems, IT services, timetables, cross border operational systems and basic transport infrastructure.

Impact highlights existing and potential wider effect of the NSB CoRe.

IV NSB CoRe SWOT Analysis

Strengths

Connections

1. Core corridors defined
2. Connectivity with existing networks, airports and ports
3. Connections to Arctic, St. Petersburg and Asia
4. Strong air hubs (Helsinki, Riga, Berlin, Warsaw)
5. Developed ports on the core and catchment area of NSB CoRe
6. Urban nodes with good accessibility (e.g. Helsinki, Berlin)

Governance

1. Existing successful partnerships of twin cities (e.g. Tallinn-Helsinki, Vaasa-Umea)
2. Common Schengen area and Euro zone
3. Low bureaucracy for common labour market
4. Available EU funding for development of transport networks
5. Know-how on being in neighbour with Russia

Infrastructure

1. New railway station buildings as part of RB[1] project (Tallinn, Parnu, Riga)
2. Frontrunners in ICT and transport innovations
3. Knowledge of managing transport infrastructure in winter conditions
4. Convenient and accessible intra-regional public transport

Impact

1. Growing agglomerations - large critical mass to justify the socio economic feasibility of NSB CoRe
2. Closeness to the St. Petersburg economic area
3. Joint economic, R&D, education and labour area of regions involved in NSB CoRe
4. Developed tourism attractions and routes
5. Existing interregional social connections (e.g. in sports, culture, education, etc.)

Best case examples

Joint venture established for joint RB rail managmenet in Baltic countries

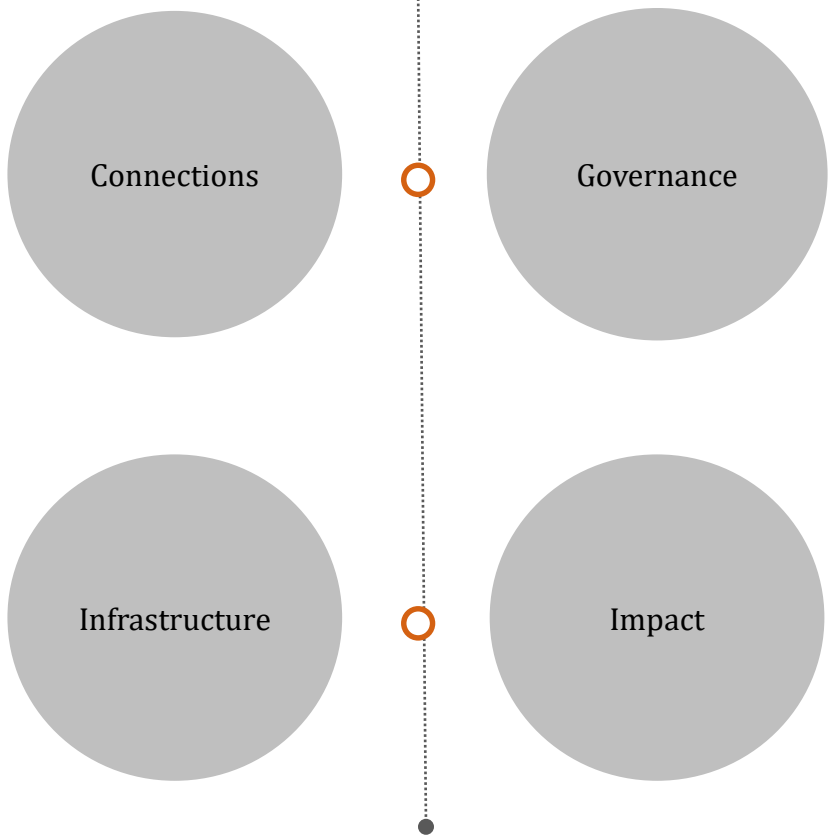
Cross border (FI/SE) governance experience in Kvarken region

Existing cross border institutional governance body between PL/DE

[1] RB – Rail Baltica

IV NSB CoRe SWOT Analysis

Weaknesses



1. Underdeveloped connectivity with northern SE/FI/NO and Arctic
2. Low awareness of the relevance of Arctic connection
3. Long distance corridor (Northern area far from South area)
4. Parallel corridors are underestimated
5. Lack of a well-planned, efficient, frequent and fast public transport lines (green lines)

1. Differences in transport policies between NSB CoRe countries
2. CB[2] perspective not considered in the national transport plans
3. Planning in administrative borders instead of functional areas, with differences regarding hierarchy, styles, planning periods and methodology, analytical data
4. Lack of multi-level, cross sectoral and multi-regional governance to coordinate transport planning, in particular, CB transport networks
5. No stakeholders network besides the NSB CoRe project and lack of information about NSB transport network
6. Low political support and lobby for the RB and to extend TEN-T to Arctic
7. Limited funding opportunities for transport networks that are not TEN-T[3]
8. Unclear representation of TEN-T in planning documents

1. No or occasional links between different transport nodes/modes
2. Lack of bypasses, ring roads, last mile solutions
3. Roads are the dominating mode of transport
4. Country differences in technical standards (e.g. gauge width, signalling systems)
5. Lack of joint ticketing, planning and other smart travel services
6. Missing RB[1] in LV, EE, partly LT
7. Different railway companies (the procedures of work are not harmonised)

1. Insufficient critical mass to justify socio economic feasibility of RB
2. Uncertainty of future demand for the NSB transport network
3. Increasing urban sprawl around large cities
4. Unclear impacts of the NSB CoRe on airport
5. Unclear vision of RB benefits

[1] RB – Rail Baltica
[2] CB – Cross border
[3] TEN-T – Trans –European Transport Network

IV NSB CoRe SWOT Analysis

Opportunities

Connections

1. To extend CNC[1] to North (incl., Arctic) and promote the connection between Central and Northern Europe
2. To connect to the "modern silk road" in order to reach Asia
3. To integrate Kaliningrad within Europe
4. To develop cargo flows from North to South using rail links
5. To improve interregional and global connectivity of BSR[2]
6. To promote the NSB corridor as one of shortest gateways between Moscow and New York

Governance

1. To establish a multi level-governance body for coordination and promotion of the development of NSB CoRe
2. To create common e-platform for development of joint CB[3] spatial perspective
3. To coordinate regional and national spatial plans
4. To strengthen EU-Nordic relationship
5. To engage more stakeholders
6. To develop twin and triple cities
7. To operate RB[4] by the same company and crew
8. To develop a strong Nordic-Baltic geographical power block

Infrastructure

1. Demand for fast train connections and cargo infrastructure
2. Development of intermodality and joint services (e.g. joint ticketing, travel planning)
3. Increase safety on roads
4. Development of new logistic centres, multimodal service points, routes for passengers and cargo
5. Larger and more developed ports
6. Harmonised technical standards
7. Reduction of travel costs and time
8. Construction of infrastructure for environmentally friendly modes of transport (electric cars, e.g. charging points)
9. Development of transport corridor with zero CO^2 emission
10. Changing population habits in favour of public transportation
11. Reduction of the amount of short flights

Impact

1. Wider labour market access and CB/ global business development opportunities
2. Combining strengths in business, labour market, education, tourism, etc.
3. Optimised use of common resources within corridor (electricity, communications, etc.) and improved environmental quality
4. Attraction of new inhabitants to NSB CoRe catchment area with stable political environment and high quality of life
5. Opportunity to balance the level of prices and salaries among the countries involved in NSB corridor
6. Better perception of Baltic countries and Poland in EU
7. Improved collaboration between NSB Northern and Southern countries
8. NSB CoRe facilitate development of surrounding municipalities / regions and a polycentric development

Best case examples

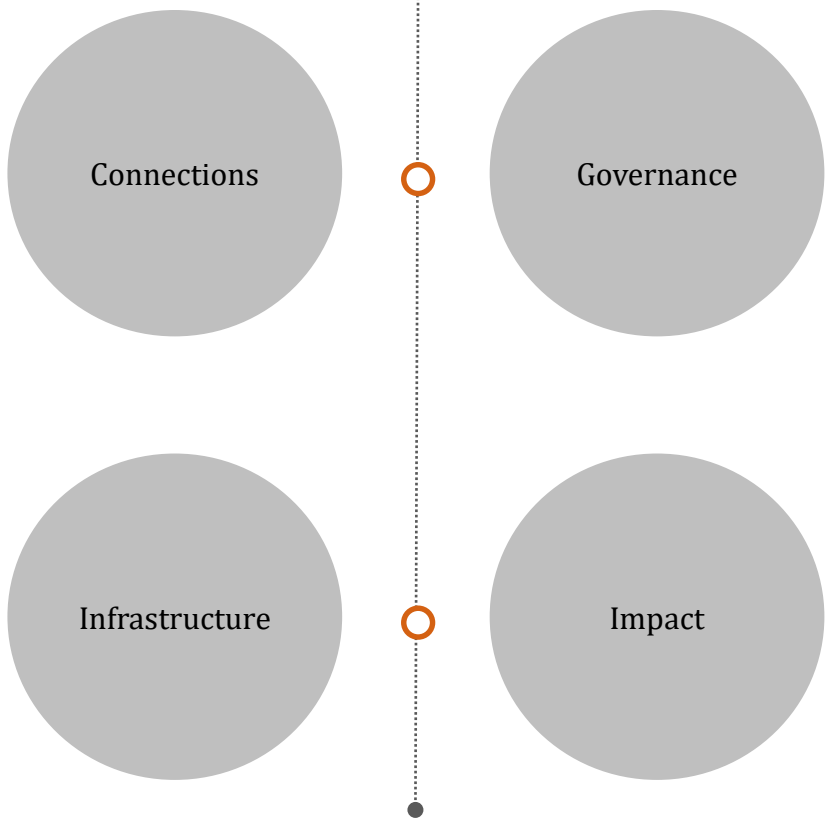
Setting RB as an object of national interests (LV/LT) reduces conflicts between planning levels

Joint ticketing system in Berlin-Brandenburg

[1] CNC- Core Network Corridor
[2] BSR – Baltic Sea Region
[3] CB – Cross border
[4] RB – Rail Baltica

IV NSB CoRe SWOT Analysis

Threats



1. Non-realisation of RB[1] project
2. Inefficient connections with secondary transportation systems and with other transport mode/ local transport
3. Importance of NSB CoRe undermined by other existing and planned corridors providing economically vital connections from North to South

1. Role of secondary nodes not acknowledged
2. Implementation of technological innovations too slow
3. Interoperability problems due to different technical standards (e.g. gauge widths) across the countries
4. Time schedule of RB development lag behind to initially planned

1. Disparities between regional, national and EU level transport development priorities
2. Weakness of EU leading to economic uncertainty and non-cooperation of EU countries
3. Changing investment priorities, termination or decline of EU funding for transport sector
4. Stakeholders are not keen for CBC2
5. Nordic countries are not sufficiently represented on TEN-T[3] maps used in decision making on EU level
6. EU – Russia relations and sanctions
7. Reinstitution of border controls because of terrorism threats / termination of free border crossing regime of Schengen agreement

1. Lack of growth and demographic decline in BSR[4] to justify the need for NSB CoRe
2. NSB CoRe and RB does not substantial positive effects in small settlements outside the major nodes
3. Business is not well prepared for the impact of the NSB CoRe
4. Possible negative environmental effects
5. Insufficient flows of travellers

[1] RB – Rail Baltica
[2] CBC – Cross border cooperation
[3] TEN-T – Trans –European Transport Network
[4] BSR – Baltic Sea Region

IV SWOT Analysis of North Area (Sweden, Finland)

	Connections	Infrastructure	Governance	Impact
S Strengths	1. Helsinki - an important air hub, a global gateway to East and West 2. Frequent, year-round Helsinki-Tallinn maritime connection 3. Successful cooperation among ports Vaasa-Umea and Helsinki-Tallinn 4. Direct railway connection Helsinki-Vaasa 5. Good and multi modal accessibility of Helsinki 6. Fluid flow of people and goods to NSB network, good connections of to 2nd level networks	1. Core road network in a good condition 2. High safety and reliability of the transport infrastructure 3. Reasonable quality of intra-regional public transport 4. Well-developed ICT, e-governance, e-commerce and information society 5. Active policy initiatives in reducing CO^2 form good base for development of carbon neutral corridor	1. Strong historical relations between SE and FI 2. Low language barriers between SE and FI 3. Cooperation between Helsinki-Tallinn and political will to strengthen it 4. CB (FI/SE) governance experience in Kvarken region 5. Strong role of regions of FI in regional and spatial planning reduce conflicts 6. No bottlenecks in legal framework for CB[1] cooperation and planning	1. Strong industrial base, regionally and internationally well integrated businesses 2. Closeness to the St. Petersburg economic area 3. Existing "people" network for cooperation across borders
W Weaknesses	1. Out-dated ferry link Vaasa - Umea 2. Competition between different types of transport (rail/ road/ air) to Umea and Vaasa 3. Slow connection to Helsinki airport and partly overlapping with intra regional routes 4. Missing direct/fast railway links: *Helsinki airport - city centre; *Umea - Mo I Rana (NO)	1. Lack of common ticketing system and multi modal transport links between Tallinn - Helsinki 2. Missing RB[2] 3. Lack of high speed train Helsinki – St. Petersburg	1. Competition for funding among several transport networks 2. Existing cooperation and joint agreements on regional level are not accepted on the national level 3. Unclear impact of NSB CoRe on Vaasa airport 4. Kvarken region is not directly connected to TEN-T core networks	1. Areas outside major nodes with low population densities (e.g. central FI) lack the critical mass to justify the need of NSB CoRe

[1] CB- Cross border
[2] RB – Rail Baltica

IV SWOT Analysis of North Area (Sweden, Finland)

	Connections	Infrastructure	Governance	Impact
O Opportunities	1. To collaborate with the East-West corridor (Stockholm-Turku-Helsinki-St. Petersburg) 2. To extend NSB CoRe up to Oulu and further to Sweden (around the Gulf of Bothnia) 3. Transportation of goods (especially minerals) from North to Central Europe	1. Construction of Helsinki-Tallinn rail tunnel 2. Modernisation of Vaasa-Umea ferry connection 3. Faster connections within Southern FI (1 hour train) and towards Stockholm 4. Development of low carbon transport network 5. Development of Helsinki Airport rail line and connection of it to RB	1. To develop Helsinki-Tallinn twin-city governance as a common metropolitan area 2. Changes in legislation providing opportunity for 2nd level networks also apply for TEN-T funding 3. To use existing informal transport group of the Nordic Council of Ministers as a common governance platform	1. Exchanging students and experts of transport and related fields between FI/ SE in order to have common pool of expertise across the border
T Threats	1. Non-realisation of RB, in particular Helsinki - Tallinn tunnel 2. Helsinki airport line timescale vs. other transport projects	1. Possible accidents and safety considerations on Helsinki-Tallinn connection 2. Lack of funding for modernisation of ageing ferry infrastructure between Vaasa-Umea	1. Nordic countries are not sufficiently represented on TEN-T maps used in EU level decision making on allocation of funding	1. The increase of income in the Baltics might lead to a decreased mobility of labour from the Baltics to northern countries

IV SWOT Analysis of Central Area (Estonia, Latvia, Lithuania)

	Connections	Infrastructure	Governance	Impact
S Strengths	1. Developed East-West cargo flows 2. Road Via Baltica form a core axis for NSB corridor in LV	1. Developed Riga airport hub 2. Convenient geological conditions for construction of transport infrastructure 3. Developed transport infrastructure between Tallinn – Tartu 4. New rail station buildings in Tallinn, Parnu and Riga as a result of RB	1. Similar historical background between Baltic countries 2. Common spoken languages English and Russian 3. Joint venture established for management of RB Rail 4. RB set as an object of national interest (importance) in LT and LV	1. Existing growth of pan-Baltic level businesses 2. Comparatively equal urban areas 3. Improved liveability of urban areas 4. Fast economic growth in the region
W Weaknesses	1. RB transport corridors are too slow 2. Transversal of secondary nodes 3. Lack of fast connections between airports and city centres 4. Underdeveloped connections with port of Tallinn 5. Underdeveloped connection (150 km) Panevezys (LT) – Riga (LV) 6. Parallel corridors not taken into account (e.g. Vilnius – Daugavpils – St. Petersburg, via Hanseatica) 7. Missing rail links *) Riga Airport-City Centre; *) Tallinn airport –RB rail line	1. Missing rail link between Riga and Tallinn 2. In cargo road transport is more effective and cost efficient in shorter distances (~ 300 km) 3. Missing RB in LV, EE, partly LT	1. Lack of clear goals and political support for RB 2. Not sufficient analytical work for RB development 3. Lack of common transport planning body for metropolitan areas 4. Lack of appropriate legal framework for the land ownership and reservation for RB construction 5. EST more oriented to cooperate in North than South direction 6. Large number of stakeholders with different functions and organisational structures involved in planning complicates harmonisation of planning	1. Unfavourable public perception and uncertainty of future demand of RB 2. Sparsely populated mono-centric regions and homogeneity of cities

IV SWOT Analysis of Central Area (Estonia, Latvia, Lithuania)

	Connections	Infrastructure	Governance	Impact
O **Opportunities**	1. Possibility to reduce travel costs and time for longer connections 2. To build new rail station in Riga airport 3. To develop rail lines *) Riga airport - City centre, *) Tallinn airport and RB 4. Develop connections to Stockholm	1. To develop “train charters” for tourists and new touristic routes 2. RB rail as an alternative to Via Baltica road	1. To strengthen new rural settlements 2. To change habits - from separate country related to CB corridor related thinking	1. Balancing the level of prices and salaries with northern countries countries 2. Positive impacts on urban environment
T **Threats**	1. Inefficient connections with secondary transportation systems 2. Weak integration of RB with local trains 3. Limited operations of Riga International bus terminal during the construction of RB	1. RB will not bring substantial positive effects along the corridor areas 2. Likelihood of high ticket prices within RB 3. Unclear effects of RB on Riga Airport	1. Not realizing the full potential of opportunities that corridor offers, settling just for the minimal set of actions 2. RB not being implemented in EE 3. Lack of experience in managing shared economies in agglomerations 4. Lack of integrated approach to transport and regional development planning 5. Cross-border development / spatial plans may create larger bureaucracy and longer approval procedures	1. NSB corridor does not improve the liveability in small settlements outside the major RB nodes 2. Negative environmental effects from Kaunas (LT) to Latvian border 3. Insufficient passenger flows from East in LV (Daugavpils, Valmiera, Rezekne) 4. RB is not supported by local municipalities

IV SWOT Analysis of South Area (Poland, Germany)

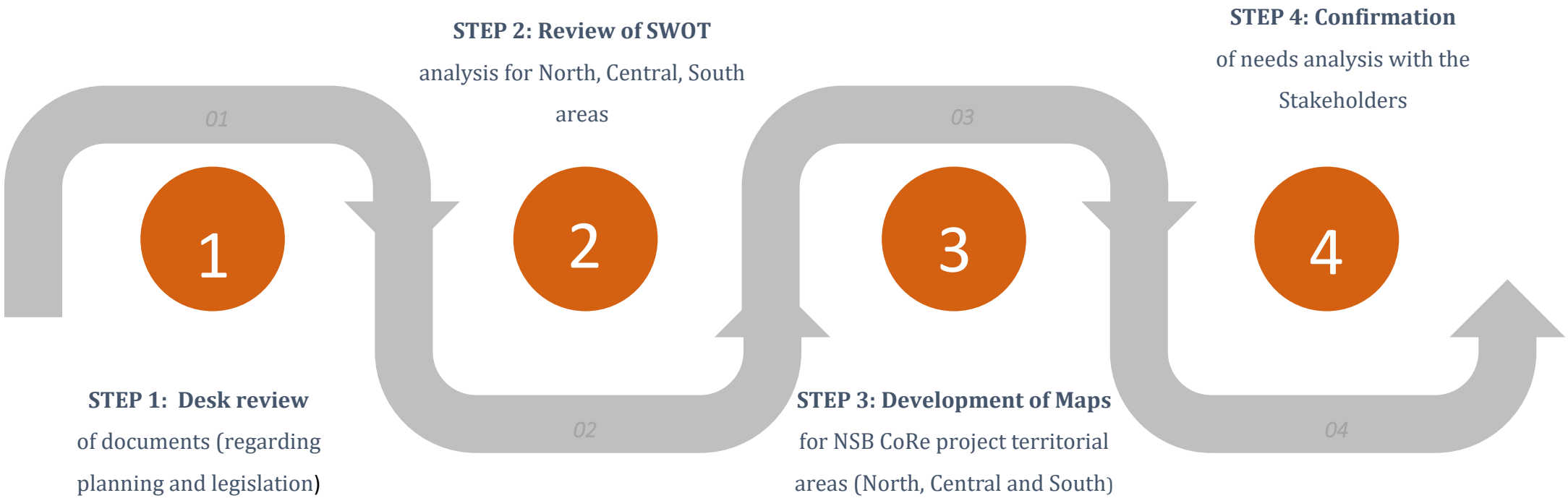
	Connections	Infrastructure	Governance	Impact
S Strengths	1. NSB corridor is well connected to ports 2. Well-functioning multimodal corridor 3. Entrance point for 3rd countries – links to other corridors 4. East – west corridor important 5. High speed (160 km/h) highway links ready from Warsaw (PL) to the border of DE 6. Berlin and Franfurt (Oder) have good connectivity with NSB CoRe 7. Poznan and Warsaw have a good connectivity with NSB CoRe	1. Number of developed international airports 2. Enough capacity for growth of passenger trains 3. Modernised train infrastructure within DE 4. Joint ticketing system in Berlin-Brandenburg 5. Missing link of a road infrastructure Ostrow Mazowiecka to PL-LT border will be finished by 2023	1. Existing CBC and CB institutional governance body between PL and DE 2. Willingness to develop NSB CoRe 3. NSB is a priority to Polish Government, funding for E75 has been applied 4. NSB corridor is represented in Mazovia`s spatial plans 5. Germany Federal Transport Development plan is designed in compliance with EU plans 6. NGOs are able to influence decisions 7. Research institutions are involved as experts	
W Weaknesses	1. Underdeveloped urban and hinterland connections with NSB corridor 2. Underdeveloped rail connections: *) Warsaw – Bialostok – Kaunas, *) Zielona Gora – Berlin 3. Most of cities in PL have insufficient connectivity with NSB CoRe 4. Lodz and Bialystok nodes are underrepresented as an important hubs of RB 5. Regional airports are underrepresented in PL 6. Insufficient public transport to peripheral areas 7. Lack of train between Warsaw and Vilnius, existing bus connection is too slow	1. Railways closed for private companies in PL 2. Hard to understand timetable of public transport across countries 3. Elk – Trakizski (LT border) – underdeveloped part of RB 4. Highway between Warsaw and Berlin has been built with a little amount of intersections causing a tunnel effect 5. Demand for cross-border connections is low, because of the shift to private transport	1. Border crossing 2. Warsaw – LT border is not a national priority, compared to other connections 3. Mutual planning only on border area 4. In Germany infrastructure planning system differs from spatial planning system, first outweighs the second 5. PL-DE connection more important for Poland than for Germany 6. Insufficient CB on PL-LT border	1. Environmental protection as an obstacle to NSB CoRe development (protected areas)

IV SWOT Analysis of South Area (Poland, Germany)

	Connections	Infrastructure	Governance	Impact
O **Opportunities**	1. Extension of Northern Dimension 2. Potential of tourism connections between Poznan, Torun, Warsaw, Vilnius, Neringa, Riga 3. Improvement of existing connections and strengthening of passenger transport links (e.g. rail Kaunas – Byalostok)	1. There is a demand for more trains	1. Investments in Berlin Rail node	1. Geopolitical situation exaggerates the PL-LT border bottleneck 2. Poland has the potential to be the crossroad between South, North, East and West (exit and entry)
T **Threats**	1. Rail infrastructure of connection between Augustow (PL) – Suwalki – Mockava (LT)	1. Competition of coach (bus) companies between the nodes 2. Development of a high speed train between Warsaw, Lodz, Poznan is not planned in nearest future 3. Missing link of road infrastructure Ostrow Mazowiecka might cause modal shift in favour to road transport	1. On voivodeship level internal connectivity is the main priority, CB connectivity more considered by the national level	1. Potential economic problems caused by different currencies in the countries

V SUMMARY OF NEEDS ANALYSIS

Summary of infrastructure and institutional related needs and bottlenecks has been performed in four steps, see Picture # 5.



Picture #5 Implementaiton of Needs and Bottlecks analysis

V SUMMARY OF NEEDS – North Area (Sweden, Finland)

Institutional aspects

Local and regional level

S

Specific issues

- Need to extend the **Helsinki-Tampere** growth corridor to Vaasa

C

Common isues

Common issues for all territorial areas:

- Need to develop interoperability with 2nd level networks
- Reduce urban sprawl negative effects around main urban nodes as larger population will concentrate around agglomeration
- Need to serve local interests and create value of NSB CoRe for territories and small settlements in between main nodal points e.g. regional stations, frequent intersections, good accessibility also to depopulated areas

Macro-regional level

- Need to develop further **Vassa - Umeå** cooperation
- Need to promote **Umeå-Vaasa** Nordic Logistic Centre as part of the NSB CoRe
- Need for cross-border cooperation on national level between Sweden and Finland. Cooperation on regional level is already fine

Common issues for North and Central territorial areas include needs to:

- Develop common **Helsinki-Tallinn** metropolitan area and twin capital thinking

Common issues for all territorial areas include needs to:

- Combine the strengths in business, labor market, education, tourism between all NSB countries – enhance social, economic and cultural cooperation
- Develop information exchange between institutions and sectors (at expert level) and develop stakeholders' network
- Improve coordination and cooperation of relevant stakeholders involved in cross-border planning
- Exchange know-how between cities to improve governance
- Activate cross-border cooperation on political decision making level regarding the corridor. It is important to set common goals and have political will to do thing together.
- Introduce a common management for further promotion and development of NSB CoRe and define organization that will take the leading role in the process, carry out communication etc.
- Circulate information about the NSB CoRe to encourage more public discussions and support for related projects (e.g. Rail Baltica)
- Consider cross-border perspective in national transportation plans. Currently the cooperation in transport planning is poor or non-existent.
- Harmonized standards, unified cargo planning, unified rail controlling system
- Create an "overall NSB corridor related thinking"
- Develop integrated passenger travel solutions e.g. joint ticketing system and route planning
- Achieve modal shifts, in particular from road to rail thus making mobility more environment friendly

V SUMMARY OF NEEDS – North Area (Sweden, Finland)

Infrastructure

Local and regional level

S — Specific issues

- Need to build the North Bothnia line
- Need to develop double tracks on Bothnia line
- Need for electrification **Storuman–Hällnäs**
- Need to improve intermodality and develop **Umeå** port to meet new markets with larger ships
- Bottlenecks - road connections in **Helsinki-Uusimaa** – Ring roads 1 and 3, **Länsiväylä** from **Espoo** to **Helsinki**
- Need to improve rail connection between **Vaasa-Seinäjoki**. Lack of double rail or meeting points and lack of speed.
- Need to develop double tracks on connection between **Seinäjoki-Tampere**
- Need to develop fast lanes on road between **Vaasa-Seinäjoki** (highway 18) and **Vaasa-Tampere** (highway 3)
- Need to develop triple rail in **Tampere-Helsinki** connection
- Need to develop faster connections within southern **Finland** and towards **Stockholm**
- Need to develop faster connection form **Helsinki** port to **Helsinki** airport

Macro-regional level

- Need to develop the missing rail connections from **Sweden** to **Norway**
- Find effective solution for the different gauge width between **Finland** and **Sweden**
- Need to improve rail infrastructure between **Haparanda/Tornio** and **Kemi**
- Ageing ferry infrastructure (**Vaasa-Umeå** connection). There is a need for sustainable vessel, which enables more truck load, less pollution. Need to ensure ferry integration with rail network for both passengers and cargo
- Need for higher speed railway **Helsinki-Petersburg**

C — Common issues

Common issues for all territorial areas:

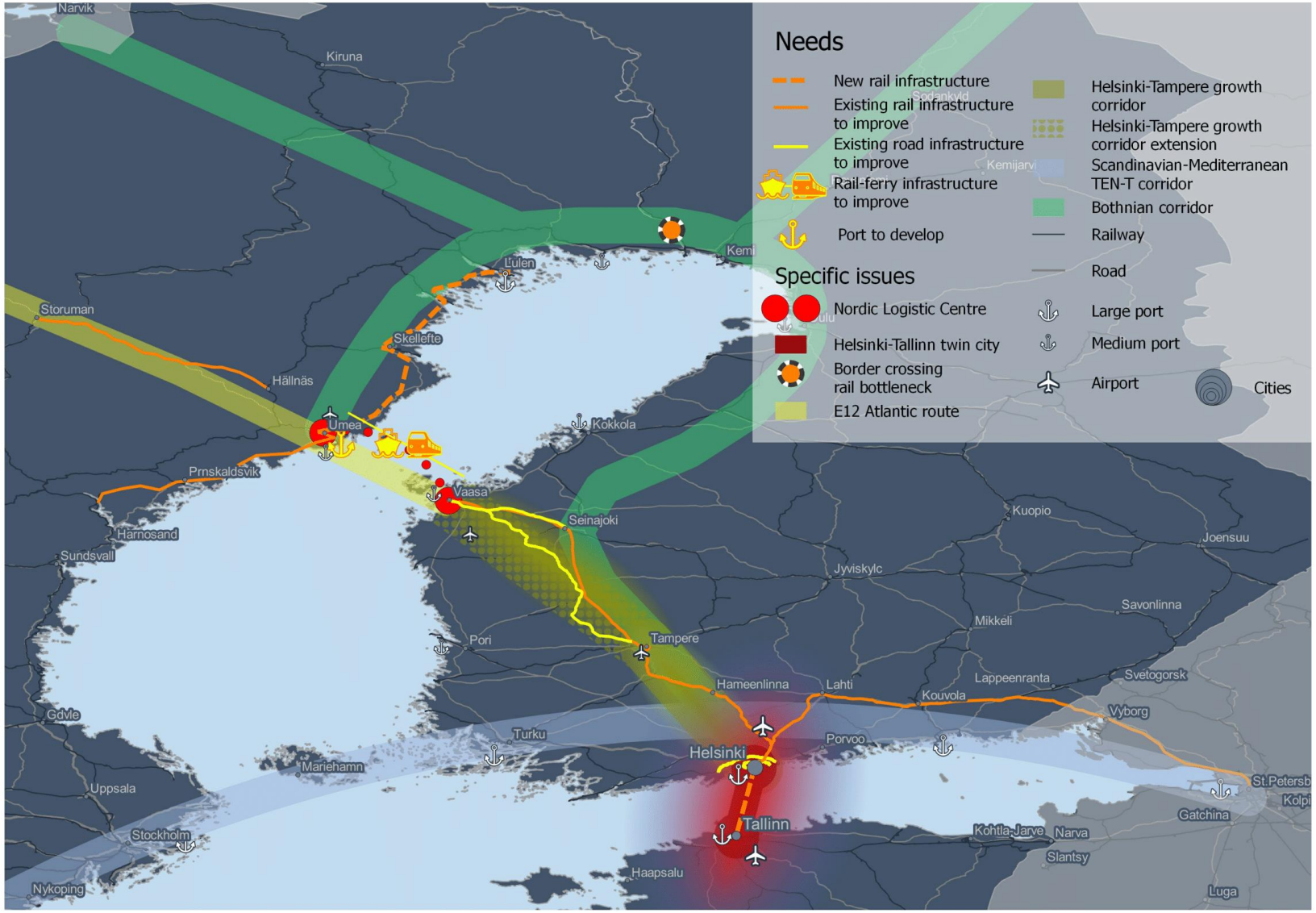
- Need to develop connections from urban nodes to 2nd level cities
- Development of new logistic centres and multimodal service points for cargo
- Develop intermodal passenger transport nodes and ensure easy way to change mode of transportation

Common issues for North and Central territorial areas:

- Need to build **Tallinn-Helsinki** rail tunnel
- Need to develop further NSB CoRe connections to **Stockholm**

V SUMMARY OF NEEDS – North Area (Sweden, Finland)

Infrastructure related needs and bottlenecks in North territorial area (Sweden and Finland) are shown in the Picture # 3.



Map # 2 Needs and bottlecks in Sweden, Finland (NSB CoRe project area)

V SUMMARY OF NEEDS – Central Area (Estonia, Latvia, Lithuania)

Institutional aspects

Local and regional level

S

Specific issues

- Need to develop passenger rail connection **Riga – Siauliai, Vilnius-Daugavpils, Tartu-Riga**
- Need for interoperability with ports having different gauge widths

C

Common isues

Common issues for all territorial areas:

- Need to ensure interoperability with 2nd level networks
- Reduce urban sprawl negative effects around main urban nodes as larger population will concentrate around agglomeration
- Need to serve local interests and create value of NSB CoRe for territories and small settlements in between main nodal points e.g. regional stations, frequent intersections, good accessibility also to depopulated areas

Macro-regional level

- Need for closer cooperation between capitals and regions within the **Baltic States**

Common issues for North and Central territorial areas:

- Need to develop common **Helsinki-Tallinn** metropolitan area and twin capital thinking

Common issues for Central and South territorial areas:

- Need to connect NE **Poland** to both **Warsaw** and **Kaunas-Vilnius**. The PL-LT border is a major bottleneck in the EU.
- Need for cross-border roundtables **(PL-LT), PL-GER** border regions to solve communication problems

Common issues for all territorial areas include needs to:

- Combine the strengths in business, labor market, education, tourism between all NSB countries – enhance social, economic and cultural cooperation
- Develop information exchange between institutions and sectors (at expert level) and develop stakeholders' network
- Improve coordination and cooperation of relevant stakeholders involved in cross-border planning
- Exchange know-how between cities to improve governance
- Activate cross-border cooperation on political decision making level regarding the corridor. It is important to set common goals and have political will to do thing together.
- Introduce a common management for further promotion and development of NSB CoRe and define organization that will take the leading role in the process, carry out communication etc.
- Circulate information about the NSB CoRe to encourage more public discussions and support for related projects (e.g. Rail Baltica)
- Consider cross-border perspective in national transportation plans. Currently the cooperation in transport planning is poor or non-existent.
- Harmonized standards, unified cargo planning, unified rail controlling system
- Create an "overall NSB corridor related thinking"
- Develop integrated passenger travel solutions e.g. joint ticketing system and route planning
- Achieve modal shifts, in particular from road to rail thus making mobility more environment friendly

V SUMMARY OF NEEDS – Central Area (Estonia, Latvia, Lithuania)

Infrastructure

Local and regional level

S – Specific issues

- Need to develop connections between Rail Baltica and **Tallinn** Airport
- Need to develop NSB corridor connections to **Muuga** port and **Paldiski**
- Need to rebuild **Haapsalu-Tallinn** railway line
- Need to ensure connections **to Narva, Tartu, Haapsalu** as important 2nd level links for NSB Core. Need to be part of NSB network
- Need for faster rail connections from **Tartu** to **Tallinn** and **Riga** (at least 120 km/h).
- Need to build new railway station in **Riga** Airport
- Need to develop new intermodal cargo terminal in **Salaspils**
- Need to develop NSB network connections to **Jelgava** and **Jēkabpils**
- Need to ensure convenient accessibility to **Rīga** from all development centers of **Latvia**
- Need to build new bypasses on Via Baltica for **Bauska, Iecava, Ķekava**
- Bottleneck – road between **Panevėžys-Riga** (150 km)
- Need to develop **Šiauliai- Panevėžys** as dual metropolitan centre to benefit more from the Rail Baltica
- Need to develop intermodal terminals in **Kaunas** and **Vilnius**
- Bottleneck on railway line between **Kaunas-PL border**, need to reconstruct (straighten)

C – Common isues

Common issues for all territorial areas:

- Need to develop connections from urban nodes to 2nd level cities
- Development of new logistic centers and multimodal service points for cargo
- Develop intermodal passenger transport nodes and ensure easy way to change mode of transportation

Macro-regional level

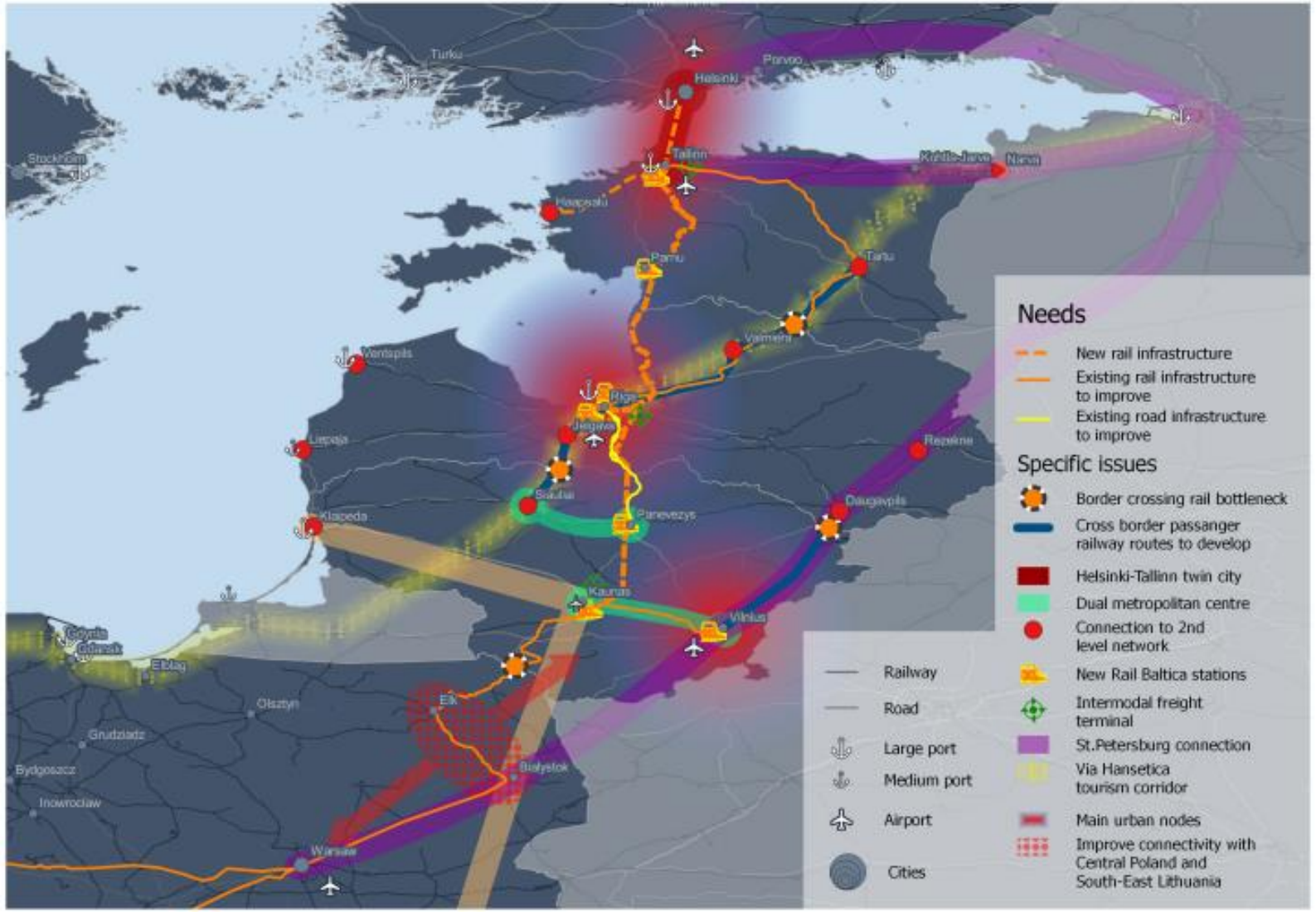
- Need to develop further connections e.g. **Tallinn – Petersburg**
- Need to build new Rail Baltica railway **Tallinn-Riga-Kaunas+Vilnius-LT/PL** border

Common issues for North and Central territorial areas:

- Need to build Tallinn-Helsinki rail tunnel
- Need to develop further NSB CoRe connections to Stockholm
- Need to redevelop **Warsaw-Petersburg** connection as it can create more value for the corridor
- To develop missing strategic link – connection between **Mockava** (LT) and **Suwalki** (PL). Electrification, double tracks, increase of speed needed.
- Need to develop passenger train connection **Warsaw - Vilnius**

V SUMMARY OF NEEDS – Central Area (Estonia, Latvia, Lithuania)

Infrastructure related needs and bottlenecks in Central territorial Area (Estonia, Latvia, Lithuania) are shown in the Map # 3.



Picture # 3 Needs and bottlecks in Estonia, Latvia, Lithuania (NSB CoRe project area)

V SUMMARY OF NEEDS – South Area (Poland, Germany)

Institutional aspects

Local and regional level

S

Specific issues

C

Common isues

Common issues for all territorial areas:

- Need to ensure interoperability with 2nd level networks
- Reduce urban sprawl negative effects around main urban nodes as larger population will concentrate around agglomeration
- Need to serve local interests and create value of NSB CoRe for territories and small settlements in between main nodal points e.g. regional stations, frequent intersections, good accessibility also to depopulated areas

Macro-regional level

- Prioritize connections eastwards from **Berlin** on federal level
- Prioritize connections form **Warsaw** to LT border on national level

Common issues for Central and South territorial areas:

- Need to connect NE Poland to both **Warsaw** and **Kaunas-Vilnius**. The PL-LT border is a major bottleneck in the EU
- Need for cross-border roundtables (PL-LT), PL-GER border regions to solve communication problems

Common issues for all territorial areas include needs to:

- Combine the strengths in business, labor market, education, tourism between all NSB countries – enhance social, economic and cultural cooperation
- Develop information exchange between institutions and sectors (at expert level) and develop stakeholders' network
- Improve coordination and cooperation of relevant stakeholders involved in cross-border planning
- Exchange know-how between cities to improve governance
- Activate cross-border cooperation on political decision making level regarding the corridor. It is important to set common goals and have political will to do thing together.
- Introduce a common management for further promotion and development of NSB CoRe and define organization that will take the leading role in the process, carry out communication etc.
- Circulate information about the NSB CoRe to encourage more public discussions and support for related projects (e.g. Rail Baltica)
- Consider cross-border perspective in national transportation plans. Currently the cooperation in transport planning is poor or non-existent.
- Harmonized standards, unified cargo planning, unified rail controlling system
- Create an "overall NSB corridor related thinking"
- Develop integrated passenger travel solutions e.g. joint ticketing system and route planning
- Achieve modal shifts, in particular from road to rail thus making mobility more environment friendly

V SUMMARY OF NEEDS – South Area (Poland, Germany)

Infrastructure

Local and regional level

S – Specific issues

- Need to develop DK8 **Augustow-Bialystok** (controversial, Natura 2000)
- Need to develop **Bialystok** as intermodal hub if RB is built and **Belarus** opens for more trade with the west
- Need to reconstruct Eastern Main Line railway **Bialystok-Lublin-Rzeszow** as a complementary corridor to NSB CoRe
- Elk – Tricity through **Masuria** link is a bottleneck (rail?)
- Need to develop **Warsaw** bypass dedicated to heavy goods vehicles
- Need to develop S10 expressway linking **Wloclawek** and **Plock** with **Warsaw**
- Need to strengthen Lodz as a hub for the New Silk Road
- Need to build high-speed rail line **Poznan-Kalisz-Lodz-Warsaw**
- Bottlenecks – **Lodz, Lodz-Wroclaw, Warsaw node, Poznan** (rail?)
- Rail bottlenecks: **Berlin – Wroclaw, Berlin – Szczecin**
- **Berlin** airport are missing some links to the north – **Brenzlau**, **Strahlsund**. There are connections, but not in the optimal form
- Link with **Cottbus** has one small bottleneck - there is a need for two-truck development

Macro-regional level

- Develop highway 16 via **Olsztyn** as alternative **GER-Baltics** route to ensure better connectivity to **Olsztyn** and reduce traffic pressure on **Warsaw**.
- Need to upgrade **Warsaw-Bialystok-Elk-LT** border rail line infrastructure for the same speed as Rail Baltica within the **Baltic States**
- Need to build expressway **S61 Ostrow Mazowiecka – Budzisko** (VIA Baltica)

C – Common issues

Common issues for all territorial areas:

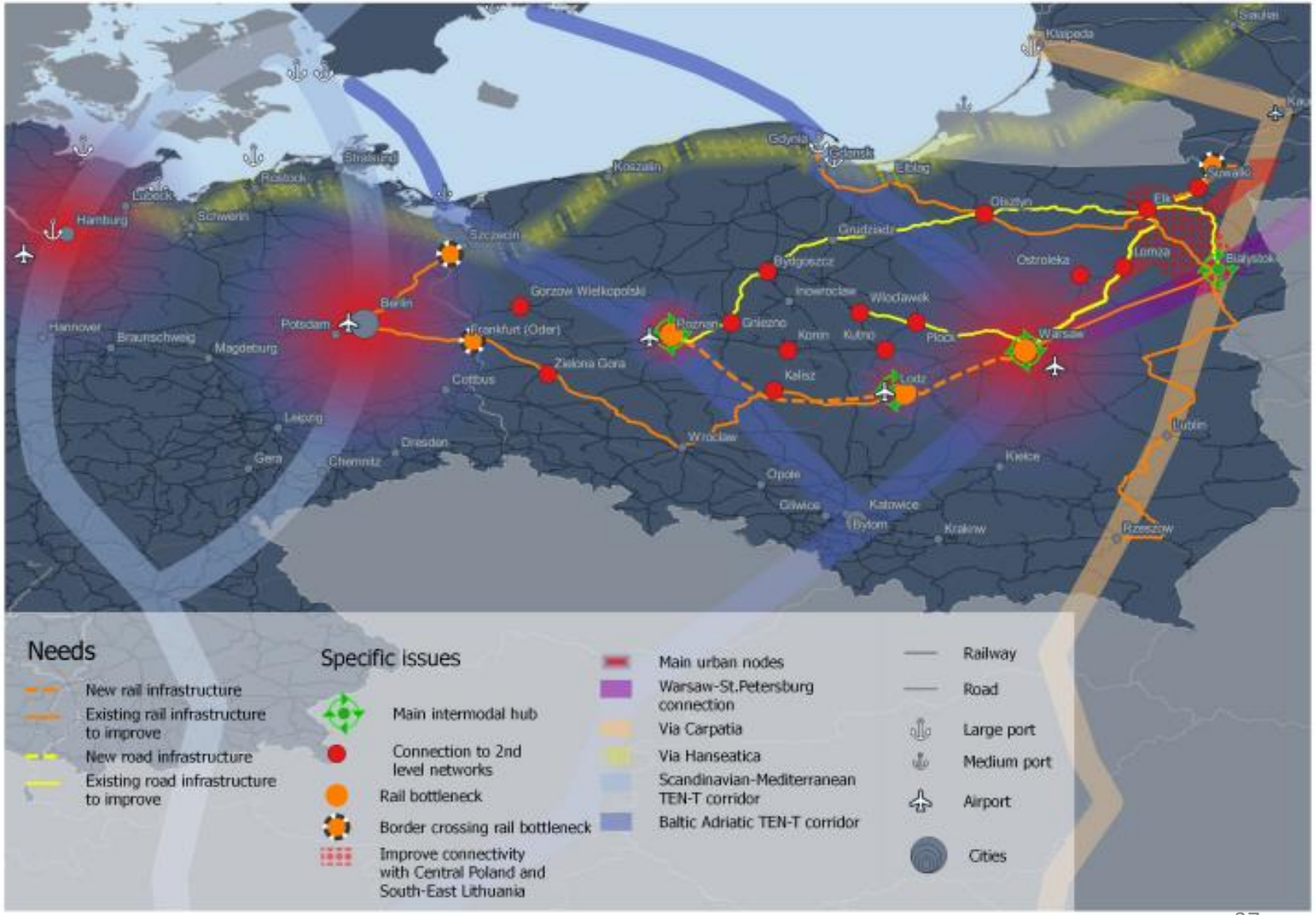
- Need to develop connections from urban nodes to 2nd level cities
- Development of new logistic centres and multimodal service points for cargo
- Develop intermodal passenger transport nodes and ensure easy way to change mode of transportation

Common issues for Central and South territorial areas:

- Need to redevelop Warsaw-Petersburg connection as it can creates more value for the corridor
- To develop missing strategic link – connection between **Mockava** (LT) and **Suwalki** (PL). Electrification, double tracks, increase of speed needed.
- Need to develop passenger train connection **Warsaw - Vilnius**

V SUMMARY OF NEEDS – South Area (Poland, Germany)

Infrastructure related needs and bottlenecks in South territorial area (Poland, Germany) are shown in the Map # 4.



Map #4 Needs and bottlecks in Poland and Germany (NSB CoRe project area)

V SUMMARY OF NEEDS – Global aspects

S

Specific issues

Sweden, Finland

- Need for strong lobby on EU level to extend the NSB CNC to the north Currently Kvarken region lacks connection to TEN-T corridors, therefore not eligible to use funding for developing such networks (3 regions)
- Extending the NSB core or catchment area even further to the NW Sweden and Norway (Mo I Rana)
- Need to ensure efficient NSB CoRe connections to SCANMED corridor
- Need to integrate already existing concepts into the vision (e.g. E12 Atlantic Transport, The Gulf of Finland Growth Triangle)

Estonia, Latvia, Lithuania

- Need for strong Rail Baltic lobby on EU level

Poland, Germany

- Need to be integrated with Rail Carpatia corridor in Poland to ensure NSB CN connections to South-eastern Europe
- Need to ensure efficient NSB CoRe connections to Baltic-Adriatic corridor
- Need to ensure efficient NSB CoRe connections to SCANMED corridor

C

Common isues

Common issues for Central and South territorial areas (EST, LV, LT, PL, GER):

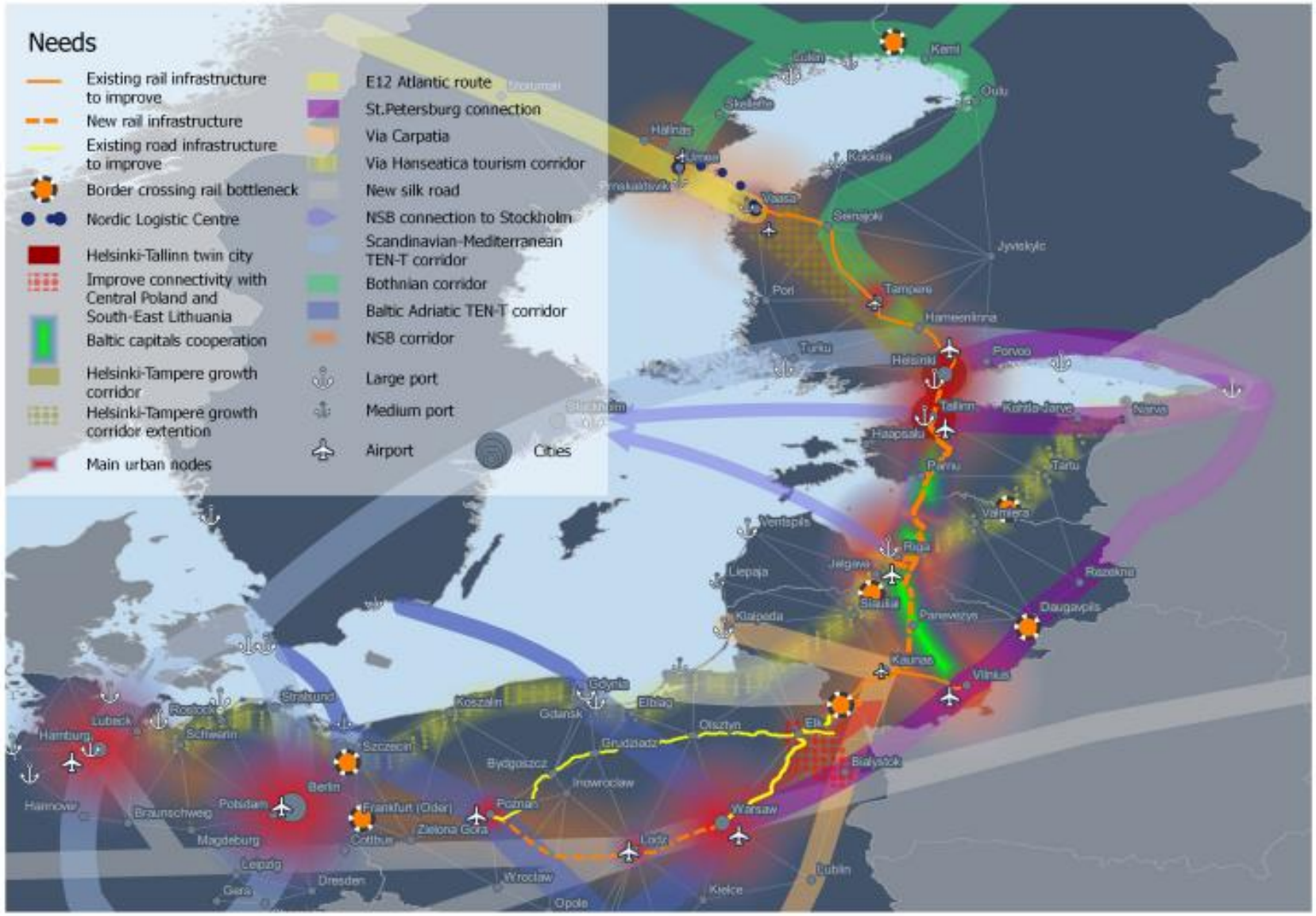
- Need to ensure integration with Via Hansetica tourism corridor
- Need to promote corridor as the shortest route between Moscow and New York

Common issues for all territorial areas:

- Lack of finances as multiple corridors are defined and resources are spread between them
- Need to introduce the legislation changes that also 2nd level transport networks (catchments of main corridors) can apply for funding under European TEN-T framework
- Need to introduce new ways or procedures of doing cross-border planning
- Need for more developed connections from Central Europe to Arctic region and Russia
- Need to create connections to the “Modern Silk Road” to reach Asia

V SUMMARY OF NEEDS – Global issues

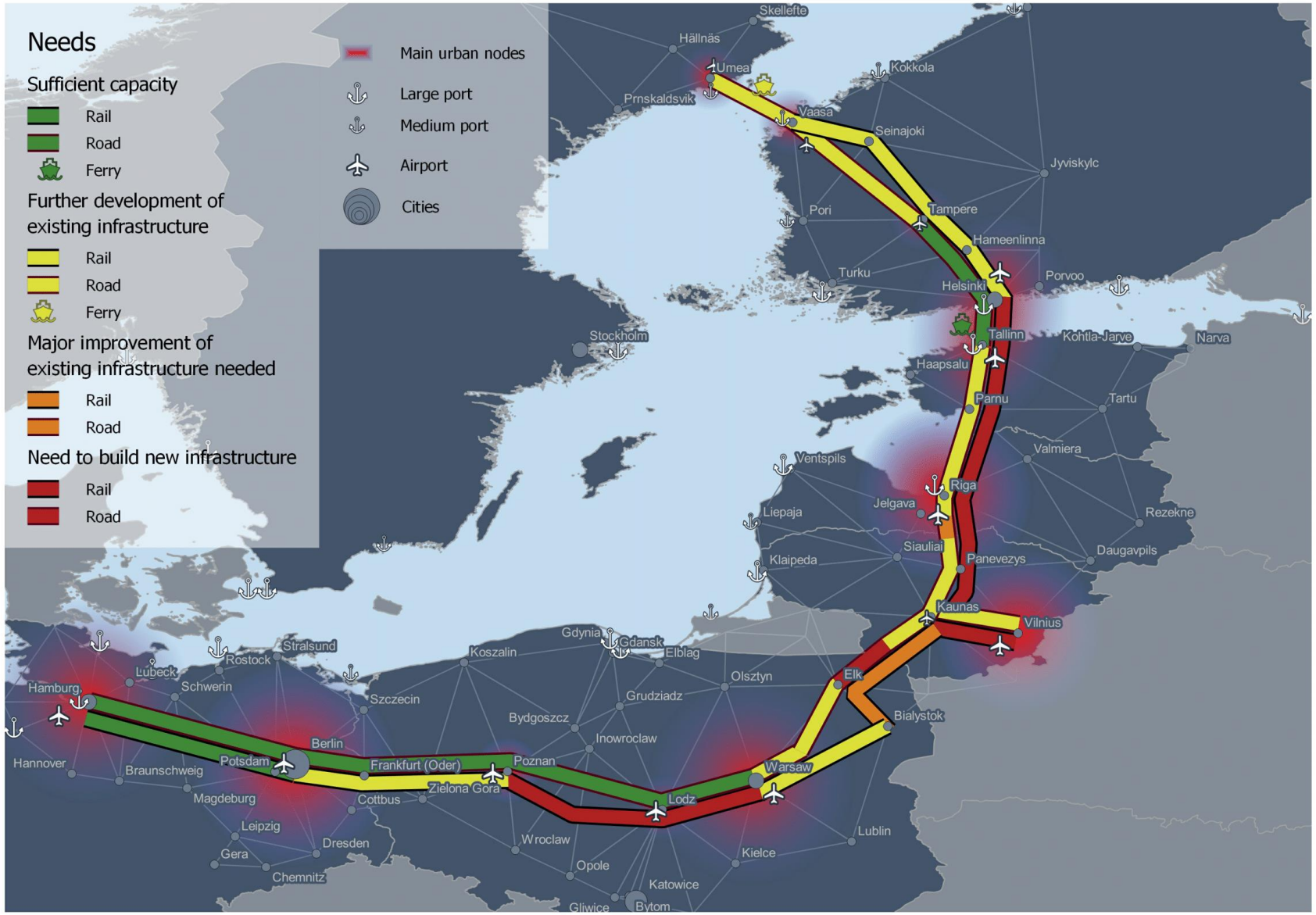
Summary of infrastructure related needs and bottlenecks in the NSB CoRe project territorial area (Sweden, Finland, Estonia, Latvia, Lithuania, Poland, Germany) are shown in the Map # 5 .



Map # 5 Needs and bottlecks in NSB CoRe project area

V SUMMARY OF NEEDS – Global issues

Existing capacity of the transport infrastructure (rail and road) axis of the NSB CoRe corridor has been assessed in order to determine the needs for improvement of the existing infrastructure and development of new infrastructure. Preliminary findings of the assessment are demonstrated in the Map # 6.



Map # 6 Asssessment of infrastructure capacity in the NSB CoRe project area

VI CONCLUSIONS

Main conclusions regarding North Area (Sweden – Finland)

- The railway tunnel extending Rail Baltica to Helsinki is a key need and a starting point for successful further development of the NSB corridor in this area;
- Connections and infrastructure on Vaasa direction via Tampere are already existent, however improvements, especially for railway, are needed;
- A ferry, effectively integrated in the railway network, is needed on Vaasa-Umea connection, to increase the truckload shipping and reduce the pollution. Due to well developed cooperation both cities can serve as a northern hub for NSB CoRe;
- Need to assess the option to extend NSB CoRe to Bothnian corridor and make connections to Norwegian ports in Narvik and Mo I Rana;
- Need to consider the option of Helsinki-Tampere growth corridor extension to Vaasa.

Main conclusions regarding Central Area (Estonia – Latvia- Lithuania)

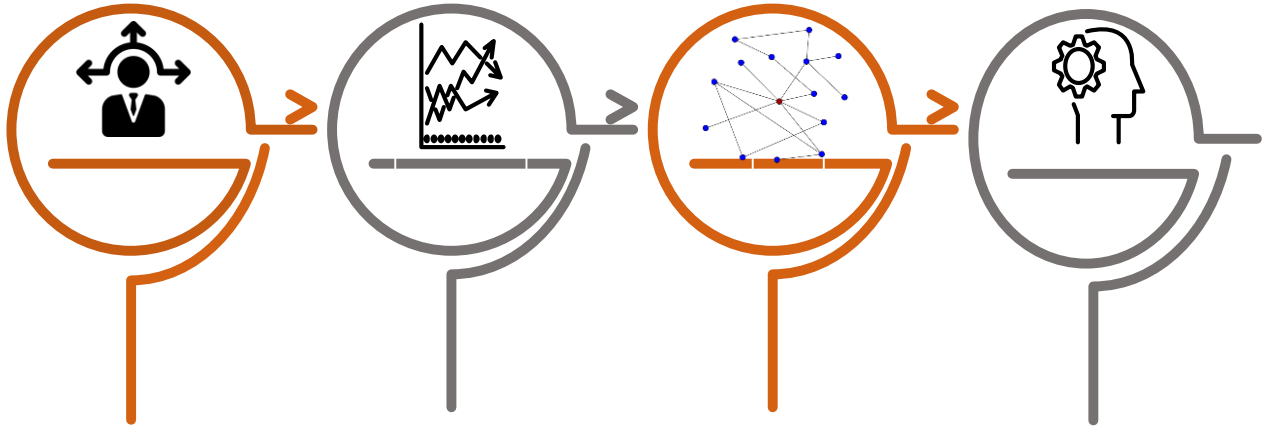
- Rail Baltica railway with intermodal passenger and freight terminals is a key issue that will define the success of the NSB CoRe development. This connection shall serve as a backbone for the corridor;
- The cooperation within the NSB corridor between Estonia, Latvia, Lithuania and Poland is the weakest. There is a need for extensive cooperation of main urban nodes to form polycentric city-region network;
- There is a need to consider re-establishment of cross-border passenger railway services to 2nd level cities e.g., Riga-Siauliai, Vilnius-Daugavpils, Tartu-Riga;
- Need to assess the options to redevelop Warsaw – Vilnius – Petersburg railway connection via Grodno (BY) or Kaunas as it can create value for the NSB Core.

Main conclusions regarding South Area (Poland- Germany)

- Polish-Lithuanian border and NE Poland is a major bottleneck, which needs to be solved to successfully implement Rail Baltica. Considering the weak connectivity of NE Poland, NSB CoRe needs to contribute to the improvement of connections to the main nodes in Central Poland and SE Lithuania;
- Currently planned rail and road developments in Poland will improve the overall connectivity of the central and northern areas of NSB Core. Nevertheless, there is a need to harmonize the planned speed of Rail Baltica in the Baltics and Poland to ensure effective operation.
- Need to assess the option to create alternative Germany-Baltics route on S5 and S6 as a part of the NSB CoRe. Thereby ensuring better connectivity with Bydgoszcz and Olsztyn and reducing the transit pressure on Warsaw.
- There is a need to make connections to other transport corridors in order to effectively link NSB CoRe areas to Western, Central and SE Europe e.g. SCANMED, Baltic-Adriatic, Via Carpatia.

VII RECOMMENDATIONS

During elaboration of the Vision, particular emphasis should be put upon networking and discussions among the stakeholders. The picture below outlines the **key issues** for discussion that need to be clarified in this process in order to enable preparation of the joint Vision for NSB CoRe corridor.



Define central axis and main nodal points for the NSB CoRe corridor

Define key parameters e.g. speed, number of lanes etc. for Rail Baltica and Via Baltica (with extension to Berlin)

Define network of 2nd level cities

Agree on principles for defining the catchment area of the NSB CoRe corridor

Picture # 6 Key issues for discussion with the stakeholders

ANNEX 1 Questions of the Survey

The Survey was orgaised for the stakeholders from Sweden, Finland, Estonia, Latvia, Lithuania, Poland and Germany during November 2017. While more than XXX stakeholders were invited to participate, the response rate was relatively low. This was partly resolved by the in-depth interviews carried out during summer 2017, and Survey of the stakeholders from the Baltic States, that was carried out by the Riga Planning Region. The results of the Survey have been integrated in the needs analysis.

Question 1: Please estimate transport modes ensuring fast and convenient interregional connections as well cross-border and international connections in your country/region? (answers' range from 1 to 4, where 4 is most fast/ convenient and 1 least fast/ convenient)

Interregional connections:
- Road
- Rail
- Maritime
- Air

Cross-border connections:
- Road
- Rail
- Maritime
- Air

Question 2: Please select the most relevant definition of the NSB CoRe corridor in your opinion, that reflects the main purpose of this corridor

1) The NSB CoRe corridor is a strategic transport corridor that will ensure internal and external connectivity of the Baltic Sea region countries via public transportation means;
2) The NSB CoRe corridor is a strategic economic corridor that will increase economic growth potential of the Baltic Sea region countries;
3) The NSB CoRe corridor is a strategic socio-economic corridor, that will increase regional development potential of the Baltic Sea region countries;
4) Other, please provide the definition_____

Question 3: Please specify, how do you define the core network and the catchment area of the NSB CoRe corridor

Characteristics of the core area:
1) NUTS III level regions directly impacted by the NSB CoRe corridor;
2) NUTS II level regions directly impacted by the NSB CoRe corridor
3) Other specific geographical coverage directly impacted by the NSB CoRe corridor, please specify
4) Other, please specify

Characteristics of the catchment area:
1) Regions (NUTS II) adjacent/ linked to the NSB CoRe corridor that contribute the international transport activities
2) Regions (NUTS III) adjacent/ linked to the NSB CoRe corridor that contribute the international transport activities
3) Whole country crossed by the NSB CoRe corridor
4) Other specific geographical coverage adjacent /linked to the NSB CoRe corridor, please specify indicators (parameters) for the definition of this area
5) Other, please specify

Question 4: Please specify the most important nodal points in your country and in the relevant neighbourhood countries, that are crossed/ passed by the NSB CoRe corridor (multiple answers are possible)

Sweden: Umeå, Örnsköldsvik, Åsele, Lycksele, Vännäsby, Skellefteå, other, no answer/not relevant
Finland: Vaasa, Seinäjoki, Tampere, Hämeenlinna, Helsinki, other, no answer/not relevant
Estonia: Tallinn, Parnu, Rapla, Marjamaa, other, no answer/not relevant
Latvia: Riga, Bauska, Iecava, Salaspils, Saulkrasti, Salacgrīva, other, no answer/not relevant
Lithuania: Kaunas, Vilnius, Panevezys, Pasvalys, Marijampole, other, no answer/not relevant
Poland: Elk, Białystok, Warsaw, Łódź, other, no answer/not relevant
Germany: Poznan, Frankfurt (Oder), Berlin, Hamburg , other, no answer/not relevant

Question 5: Please provide examples of road and rail connections in your region/county, which are bottlenecks for integration of the current transport network with the NSB CoRe corridor and within the catchment area

Question 6: Please specify the region/county needs for the development of cargo transportation infrastructure

Rail	(please add any comments, to support your rating)
Road	(please add any comments, to support your rating)
Ports	(please add any comments, to support your rating)
Airports	(please add any comments, to support your rating)
Logistic centres / equipment	(please add any comments, to support your rating)
Container terminals/equipment	(please add any comments, to support your rating)
Parking places	(please add any comments, to support your rating)
Others, please specify	
No answer	

Question 7: Please name 3 most important benefits of the Rail Baltica implementation for Your organisation/region/country

Question 8: How would you characterise the relevance of the NSB CoRe corridor to the improvement of the life quality for the region/country (please range answers from 1 to 4, where 4 is most important and 1 least important)

List of characteristics	For your region/ county	For your country
1) Improved mobility and accessibility		
2) Better access to health and recreation services		
3) Better access to education		
4) Purchasing power and employment		
5) Improved social environment		
6) More natural environment		
7) Better tourism opportunities		
8) Increased opportunities for culture, entertainment, shopping on pan-Baltic level		

Question 9: Please choose the most important new/future transport solutions for development of the passenger flow (each – commuters and business travellers)

Commuters/ Business travelers:
- Links with central business districts;
- Connections with airports;
- Connections with ports;
- Seamless travel;
- Pan-Baltic connections;
- Integration hubs;
- Integrated passenger travel solutions;
- Intermodality.

Question 10: Please define the most relevant benefits from efficient functioning of the NSB CoRe corridor in relation to each target group. You may select more than one benefit per target group

Target group/ benefits	Boost to employ-ment	Labour market mobility	Opportu-nities to attract invest-ments	Access to internatio nal markets	Develop-ment of regional centres	New supply chains
Community						
Large businesses						
SMEs						
Students						
Employees						
Other						

Question 11: Do you have any comments regarding the NSB CoRe project?

ANNEX 3 Interviews

Questions of the interviews

Question 1: Information about the interviewee

- Country and region (if appropriate)
- Organisation/ institution
- Name / surname of an interviewee
- Position

Question 2: Are there any existing challenges (bottlenecks) that affect the planning process of cross border transport links? Please specify in relation to the:

a. Legal framework;
b. Planning system;
c. Existing institutional cooperation and communication;
d. Implementation of agreed plans;
e. Other.

Question 3: How would you characterise existing cooperation / coordination between the planners within different sectors during the planning process of cross border transport links? Please specify in relation to:

a. Cooperation between the transport and spatial planners (e.g. ad hoc, institutionalised);
b. Cooperation between transport and environment, cultural heritage, landscape planners, land use policy, other (e.g. ad hoc, institutionalised);
c. Coordination between various transport modes;
d. Other relevant fields of cooperation.

Question 4: What improvements are needed to encourage cross-border cooperation during planning of common cross border transport links? Please specify needed improvements in relation to the:

- Legal framework;
- Planning system;
- Existing institutional cooperation and communication;
- Implementation of agreed plans;
- Other.

Question 5: Are there any procedures established how to resolve the potential conflict situations or possible threats within the planning process of a cross border transport links (infrastructure)? Please specify procedures:

- In case of a conflict between the local, regional or national level interests;
- In case of a conflict of transnational scale;
- In case of a conflict between different sectoral interests (transport and other sectors);
- Other.

Question 6: Please describe the relevance of the NSB CoRe to the development priorities of the organization, territory or the industry you represent (depending on the status of interviewed person).

Please specify the relevant planning documents where these priorities are stated, and current status of the documents.

Question 7: Do you see any development priorities that contradict/ or may pose threats regarding the planning of the NSB CoRe?

Please specify the relevant planning documents where these priorities are stated, and current status of the documents

Question 8: Have these documents defined the core and the catchment area of the North Sea – Baltic Corridor?

a. Please specify in case they have;
b. Do you have any criteria for definition of a core and catchment territory.

Question 8: Are there any changes planned, that could influence planning of the NSB CoRe? Please specify any planned changes in relation to:

a. Development priorities within the planning documents;
b. Legal framework;
c. Institutional set-up;
d. Other.

Question 9: Are there any changes planned, that could influence planning of the NSB CoRe? Please specify any planned changes in relation to:

a. Development priorities within the planning documents;
b. Legal framework;
c. Institutional set-up;
d. Other.

Question 10: Have you carried out any studies or evaluations about the impact of the NSB CoRe or any individual parts of it (feasibility study, ex-ante evaluations, cost – benefit analyses, etc.)?

Please specify the reference to the particular documents.

Question 11: Please describe the current development state and functioning of urban nodes on the NSB CoRe within your territory? Are there any transport modes that are underrepresented / undeveloped?

Question 12: What are the most important transport networks (incl. 2nd level) and nodes in your region that ensure connectivity with the NSB CoRe? Please specify:

a. Existing transport networks and nodes;
b. Planned (in the planning documents).

Question 13: Which are the main cities (territories) in your region that have good connectivity? Please specify:

a. On the NSB CoRe;
b. Within the NSB CoRe catchment area.

Question 14: What further improvements of transport infrastructure would be necessary for better connectivity of the NSB CoRe with other transport networks and nodes in your region?

(in case other improvements were needed, that are not fixed in the planning documents)

Question 15: Would it be necessary to adjust any planning documents to ensure better connectivity between the NSB CoRe and other transport networks and nodes in your region?

Question 16: Which stakeholders are the most active in the planning of the North Sea–Baltic corridor at the moment? Please specify at the:

a. Public sector (national level, regional level, local level);
b. Private sector;
c. Research and education institutions;
d. NGO sector;
e. Other.

Question 17: Could you comment what kind of influence/ power (political, commercial, legislative, etc.) does these stakeholders have?

Question 18: Are there any stakeholders that are key to the planning of the North Sea–Baltic corridor, which are not active or are underestimated at the moment? Could you explain the reasons, if any ?

Question 19: Do you have any additional comments to the SWOT analyses:

a. Most important aspects of SWOT to what you agree with or do not agree;
b. Other aspects that should be assumed that are not currently reflected in SWOT;
c. Any other comments.

Question 20: Where do you see main benefits of the development of the NSB CoRe?

Question 21: Do you have any other comments or suggestions regarding the elaboration of the Vision?

Question 22: Would you be interested to be involved in further elaboration process of this Vision (and how you see you could contribute to it)?

Question 23: Do you have any suggestions of any other persons we shall interview, involve in a survey or further elaboration process of this Vision? Please provide contact details, if possible.

Question 24: How you would like to get acquainted with the results of the elaboration of the Vision

Question 24: Do you have any information about planned events in your country for spatial planners and transport planners where it would be useful to present or to organise back – to – back workshop/ seminar to discuss these results?

The list of interviews carried out

1. Infrastructure Strategic expert, Strategic Development of Infrastructure, Vasterbotten County, **Sweden**
2. City of Umeå, **Sweden**
3. Kvarken council, **Sweden/ Finland**
4. Helsinki-Uusimaa Regional Council, **Finland**
5. City Environment Services of Helsinki City, **Finland**
6. Regional Council of Ostrobothnia, **Finland**
7. Harju County Government, **Estonia**
8. Transport Department, Tallinn City, **Estonia**
9. Riga Planning region, **Latvia**
10. Bauska Municipality, **Latvia**
11. Zemgale planning region administration, **Latvia**
12. Ministry of Environment Protection and Regional Development, **Latvia**
13. Transport Division, Project Expert, Kaunas District Minicipality, **Lithuania**
14. Vilnius Gediminas Technical University, **Lithuania**
15. Ministry of Environment, **Lithuania**
16. Mazovian Office of Regional Planning in Warsaw, **Poland**
17. Institute of Geography and Spatial Organization Polish Academy of Sciences, **Poland**
18. NSB CoRe consultant, **Germany**