

NSB CoRe Growth Strategy



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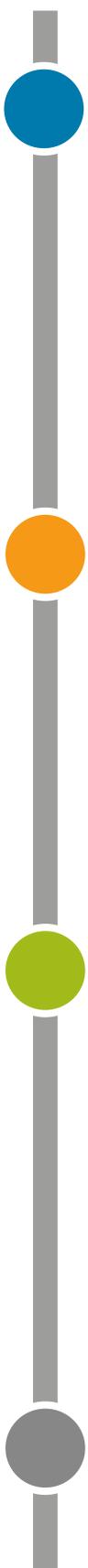




NSB CoRe

Growth Strategy

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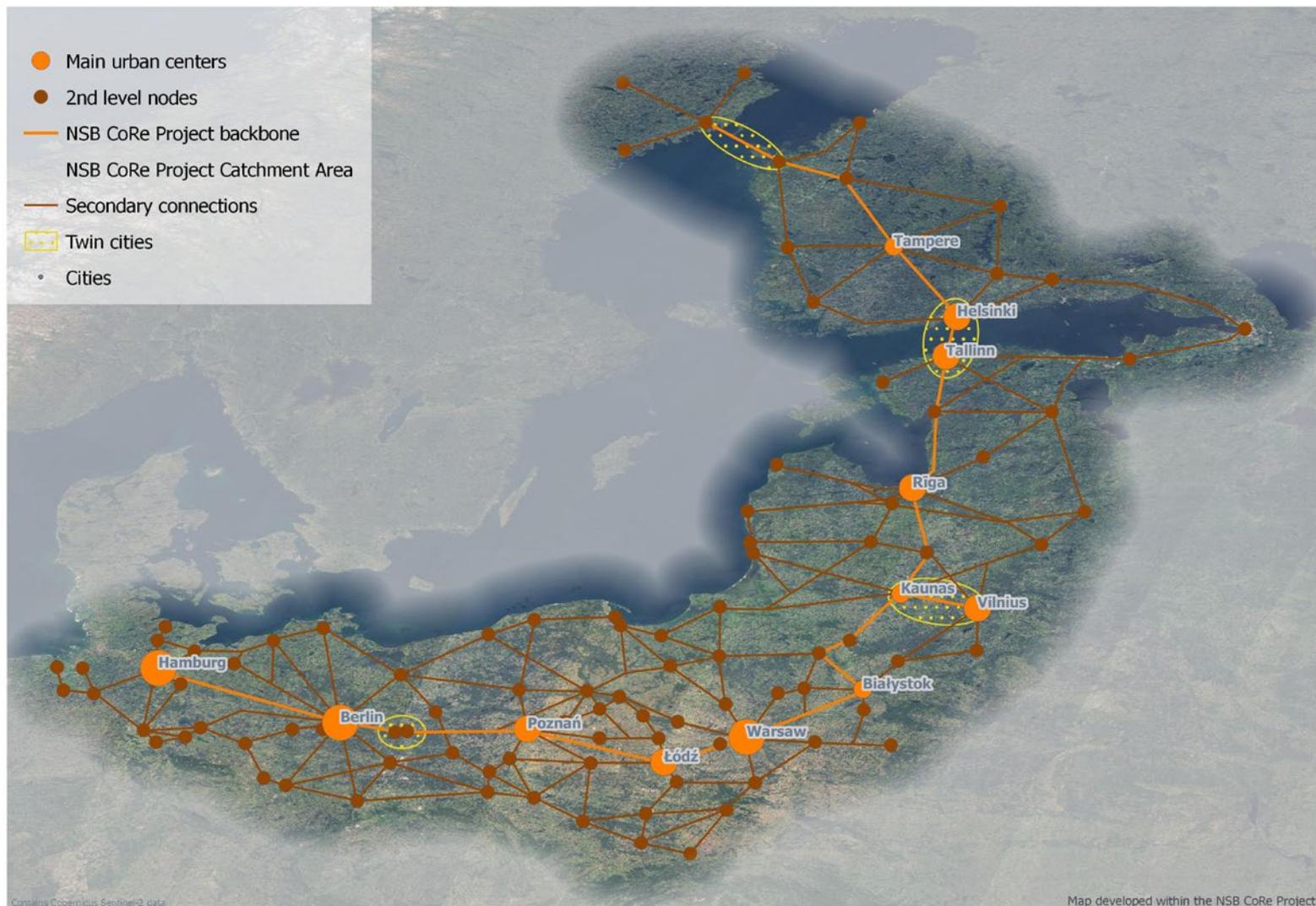
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Dear reader,

The NSB CoRe Growth Strategy has been produced by the North Sea Baltic Connector of Regions project (NSB CoRe, 2016–2019), part-financed by the Interreg Baltic Sea Region Programme 2014–2020.

The objective of NSB CoRe was to develop new ways of interregional strategic cooperation across national borders, and to bring these multi-level governance activities into close collaboration with EU-level policy making in transports and regional development. NSB CoRe Growth Strategy presents the processes and the methods developed and tested in the project.

The NSB CoRe Growth Strategy has been produced through an intensive communication and cooperation process that has taken place during the entire project duration. The strategy summarizes the work that has been done in the project within the partnership and in close collaboration with a wide group of European, national, regional and local stakeholders.





The partnership of the project:

Finland:

- Helsinki-Uusimaa Regional Council (Lead Partner)
- City of Helsinki
- City of Hämeenlinna
- Kvarken Council
- Technology Center Techvilla Ltd (partly in 2016–2017)

Estonia:

- City of Tallinn

Latvia:

- State Regional Development Agency / VASAB Secretariat
- Riga Planning Region

Lithuania:

- Kaunas City Municipal administration
- Municipality of Kaunas District

Poland:

- Institute of Logistics and Warehousing
- Self-Government of Mazowieckie Voivodeship
- Marshal's Office of the Podlaskie Voivodeship (partly in 2016–2017)
- Institute of Geography and Spatial Organization Polish Academy of Sciences (partly in 2017–2019)

Germany:

- State of Berlin, Senate Department for Environment, Transport and Climate Protection
- Port of Hamburg Marketing Registered Association
- Investor Center Ostbrandenburg GmbH

The image features a solid blue background. In the top right corner, there are two thick, light green lines that curve downwards and to the right. Each line ends in a white circle. In the bottom left corner, there is a more complex network of thick, light green lines. One line enters from the left and splits into two paths. One path curves upwards and ends in a white circle. The other path goes down and then right, ending in a white circle. From this junction, another line goes down and then right, ending in a white circle. Finally, a line goes down and then right, ending in a white circle. The overall composition is clean and modern, with a focus on geometric shapes and a limited color palette.

TRANSNATIONAL POLICYMAKING



Policy framework

NSB CoRe project was a partnership of stakeholders committed in advancing regional, inter-regional and transnational development of transports and accessibility in the Eastern Baltic Sea Region, from Germany, Poland, the three Baltic countries and to Finland and Sweden. NSB CoRe participated in advancing EU policy-making processes in the Eastern BSR, in connection to EU TEN-T policy framework and EU Strategy for the Baltic Sea Region. In most concrete ways it was discussing and presenting the thematics and findings of the project in the context of the Action plan of the European Coordinator of the NSB TEN-T Core Network Corridor, as well as in the context of the Action Plan process of the EUSBSR Priority Area Transport.

NSB CoRe has contributed to policy-making in the BSR cooperation in many ways. The partnership

- has implemented the corridor perspective in logistics development and worked towards strengthening the chain of logistics along the corridor;
- has taken the first steps towards a transnational spatial vision of Eastern BSR, a vision which combines the viewpoints of transport and spatial planning and combining existing regional strategies with the transnational visions on corridor development.
- has run and facilitated a transnational community dialogue between the TEN-T and EUSBSR Coordinators, national, regional and local authorities and business stakeholders of transports and logistics.
- has supported Rail Baltica project - removal of the largest missing link in the Eastern BSR by bringing the local and regional level stakeholders to the discussion on what Rail Baltica will mean and by studying the Rail Baltica branding image from the stakeholders viewpoint.

The final objective of NSB CoRe was to develop new ways of interregional strategic cooperation across national borders, and to bring these multi-level governance activities into close collaboration with EU-level policy making in transports and regional development. NSB CoRe Growth Strategy presents the processes and the methods developed and tested in the project. A corridor wide transport strategy always consists of local transport strategies, and must be implemented by actors from all levels, from the EU to local city governments. This strategy is also a step ahead in building strategic collaboration along the Eastern BSR development corridor in seven EU-countries.

NSB CoRe Growth Strategy as a process can be described from four different viewpoints,

- as a process of community building,
- as focusing in Rail Baltica stakeholder cooperation,
- as a process of planning and business development in strengthening the logistics chain on the corridor, and
- as stakeholder process towards a joint transnational spatial vision, constituting of commuting growth corridors by the main cities along the TEN-T corridor.



Community building

Roots

NSB CoRe partnership was formed by organizations with long-term experiences and strong commitment in BSR cooperation. The partnership was formed by very different organizations – local, regional and national, public and business, political and R&D, from old and new EU-member states. This ambition has meant that community building takes time.

An important impetus for interregional transport and spatial cooperation in Eastern Baltic Sea Region has been the initiative on new high-speed Rail Baltica railway across the Baltic States. Rail Baltica as the largest transnational transport project in the region has the potential to bring internal cohesion to the Eastern Baltic Sea Region and make it an integral part of the European green transport network.

Major cities along the Baltic corridor, especially Riga, Kaunas and Tallinn were early activists in lobbying new Rail Baltica. They started to integrate Rail Baltica into their development strategies. The process resulting in project NSB CoRe has been a series of initiatives and projects. BSR Interreg programmes have been a key context and financing source for a series of projects from early 2000.

City of Helsinki took the lead in co-operation in year 2010 and initiated the project Rail Baltica Growth Corridor (RBGC). Its key partners were cities of Helsinki, Tallinn, Riga, Kaunas, Warsaw and Berlin. This core partnership, together with several research and development organizations in transport and logistics from countries concerned, carried out several studies as a basis for the first Rail Baltica Growth Strategy in year 2013.

Evolution

RBGC cities and other partner organizations were the basis in building of NSB CoRe partnership in 2014–2015. In some of these metropolitan cities the leadership in international BSR cooperation was changed to their regional authorities. This broader regional perspective guided NSB CoRe to focus still more on the economic and transport development along the NSB corridor. At that time Rail Baltica as a major infrastructure project had also come closer to reality. Therefore, support to its implementation was again in major part in project initiative NSB CoRe. Serious effort was made in NSB CoRe to better align local and regional policy making in transport development with the respective activities in BSR transnational cooperation and EU-policy making. The case studies were directly connected in their local transport and spatial planning and policy contexts.

NSB CoRe opened its community building to other parts of the Baltic Sea Region. The project formed an alliance with TENTacle and Scandria2Act which were also transport corridor related projects part-funded by the BSR Interreg Programme 2014-2020. These projects are also flagships of EUSBSR Priority Area Transport. This alliance has been a successful platform for exchanging results and for organising joint events and collaboration with the EU institutions.

The gradual evolution of the Growth Strategy during the NSB CoRe project has been based in organising parallel processes of research, dialogue and policy making. The first process is among the local and regional partners in all member cities and regions, both public and business organizations. The second process is among the stakeholders of policy making in the wide network of BSR and EU level actors, such as the European Parliament, TEN-T, DG Move, European Strategy for the Baltic Sea Region and its' Priority Area for Transport and Horizontal Area for Spatial Planning as well as Horizontal Area for Capacity. The art of breaking those numerous silos in policy making without breaking will and emotion to cooperate, this is the big challenge.

The latest phase in the project evolution and community building is the BSR Access platform project (2018–2021) also part-funded by the Interreg BSR Programme 2014–2020. The platform project continues and tightens the co-operation with the key stakeholders and bridges the work and processes towards the upcoming European Programming Period (2021–2027).



Lessons

All above mentioned projects and their activities in the BSR stakeholder environment show how multi-level governance works in action. Still projects too often are treated as goals and results as such, not as tools for organizing policy-oriented processes, as tools for collaboration in strategy development by stakeholders with common transnational objectives.

Successful community building requires concrete common tasks to work for, too. In NSB CoRe the partners found common interests in their involvement in transnational policy processes, like contributing to the preparation process of CEF II Regulation and updating of EUSBSR Action Plan. The project has played an active role in both processes and improved lobbying power of its partner organisations. Although, involving partner organizations' leaders behind common objectives is still a challenge for a transnational project team, which normally consists of temporary or hired personnel.

During long-term cooperation the participating organizations learned to know each other, were able to learn from each other, and together found new emerging topics and common challenges for future cooperation. Governance of cross-border cooperation emerged as a new topic that requires transnational approach. Some of the partners in NSB CoRe have longer experience in developing their cross-border cooperation structures. Kvarken Council has a topical project of building their Swedish-Finnish cooperation structure to the form of European Grouping of Territorial Co-operation (EGTC).

NSB CoRe footprints in transnational policy-making in terms of main events during the project lifetime:



Joint Kick-off Conference of NSB CoRe, TENTacle and Scandria2Act projects in April 2016 in Helsinki



EUSBSR Annual Forum Workshop Session with Priority Area Transport in November 2016 in Stockholm



EUSBSR Annual Forum Workshop Session with Priority Area Transport in June 2017 in Berlin



NSB CoRe Moving Conference in May 2018



NSB CoRe Intermodal Logistics Conference in May 2018 in Frankfurt (Oder)

Joint Final Conference of NSB CoRe, TENTacle and Scandria2Act in March 2019 in Brussels



Rail Baltica stakeholder cooperation

The railway and infrastructure project Rail Baltica is a large transnational project developed by states of Estonia, Latvia and Lithuania, and co-financed by the EU. Besides the project owners, Rail Baltica has many interested stakeholders along the NSB TEN-T corridor. The mission of project NSB CoRe has been to bring stakeholders' perspectives on Rail Baltica from the viewpoint of accessibility and regional growth.

Under the auspices of North Sea – Baltic Core Network Corridor's European Coordinator Catherine Trautmann NSB CoRe initiated Rail Baltica Letter of Understanding between cities and regions in the Eastern BSR. This document expresses the strong will and motivation of cities and regions influenced by Rail Baltica to support its implementation, and their commitment to fully exploit benefits of improved accessibility along the rail corridor and its catchment area. The process is continued in BSR Access platform project as the implementation of the Rail Baltica infrastructure project moves forward and the stakeholders on city and regional level are becoming more involved.



Rail Baltica Brand

The three Baltic States' joint venture RB Rail AS is developing the commercial brand identity of the infrastructure and the service. This – the content of the service developed by the rail operator - is basis for the stakeholder community to develop the brand image Rail Baltica as a corridor of good accessibility. Rail Baltica Letter of Understanding by the cities and other stakeholders outside the infrastructure project Rail Baltica, has already had some impact on the brand image of Rail Baltica. The message is: Rail Baltica connect cities, regions and countries, and their economies will prosper together.

Identification of existing brand image of Rail Baltica, not as a rail service, but as a result of multi-level governance process and as a tool of economic growth policies, has shown a different public image. The method of branding, used in NSB Core, provides us with insights that are applicable to facilitating stakeholder relations of Rail Baltica.

NSB CoRe focused on stakeholder relations of Rail Baltica and analysed notions such as image, identity and ownership. This knowledge can be used in other cross-border projects and mega-projects in transport. The project gained better understanding of stakeholder dynamics that can enhance the project's fluency to become a driver of economic growth and flagship for improved accessibility.



Questions

- What is the process and who are the actors in the Rail Baltica process? It began in 1990's after the Iron Curtain fell and has later grown into the largest transport project of our time in the Eastern BSR, and the biggest TEN-T project in terms of cross-border dimension, as it crosses three national borders and puts a strong influence on five countries from Poland to Finland.
- Who has the ownership of the Rail Baltica process, and how does the ownership vary in the course of time towards the completion of the project?
- Brand identity – what is the content of the product/service?
- Brand image - how is the product/service perceived by its stakeholders e.g. users/customers/administrations/citizens/politicians in regions and cities affected
- What is the targeted brand image among the stakeholder community? How cohesive is it?



Findings

- The project started as an EU initiative and a project of the three Baltic governments. Commitment of Polish and Finnish governments have been weak.
 - The strong emphasis on the top-down political process since the beginning has dimmed the project's role as a public service to the citizens.
- As cities and regions have not been owners of the project, it is no surprise that their activities have been mainly defensive, lobbying their special interests in the planning process. Cities and regions have focused in dialogue with their own national ministry. There haven't been much of motivation and activities to work in building positive partnerships for developing the brand image of Rail Baltica.
- None of the political negotiation parties of Rail Baltica was obliged with a primary task to work towards opinion building among stakeholders. This was a further factor in strengthening defensive, if not negative attitudes among stakeholders and the general public. The public recognition of Rail Baltica has remained partially unclear.
- Because of this, a joint vision of Rail Baltica among the people had limited room to grow. The cross-border nature of the project made this vision even harder to develop because the political standpoints towards the project during the process were not equally agreeable in all three countries. The public image of the project is more or less a political game.
- A common understanding on the targeted brand image of Rail Baltica, in all countries and among their stakeholders, is still a mission not fulfilled. The identification of a tentative plan of actions towards the targeted brand image by the transnational stakeholder community was not achieved during the NSB CoRe project.

Rail Baltica – work continues

There is a need for active dialogue on Rail Baltica with future users and future customers in order to build joint ownership of the vision among the general public in all three countries. Similarly, the local and regional decision makers and the business communities need to be involved in this dialogue.

Active transparency to gain maximum info sharing is needed in order to build a strong identity and a targeted brand image for Rail Baltica. Expansion of scope of cooperation is also needed. More active participation of Polish and Finnish stakeholders, including their government institutions, might help consolidating the process. But prospects of such expansion look vague at the moment.

EU part-funded transport development projects and platforms as bottom-up processes can contribute to stakeholder cooperation and involvement. But prospect of EU-financing alone, without original initiative and commitment in the owner countries of Rail Baltica, is not enough to form a viable road to strengthening Rail Baltica as stakeholder community and as a strong public brand image.

Rail Baltica is a genuinely transnational project. Its implementation in three national projects, might be challenging for the construction and business project, but this division compromises its brand image as well. A positive and strong brand image cannot be developed in no other way but in a process of multi-level governance, involving all levels and types of stakeholders.

How is it possible to build such multi-level governance across so many borders and interests? The cohesive focus, tested successfully in NSB CoRe, was the context of international accessibility and economic growth.

BSR Access project platform continues the work on large infra projects, such as Rail Baltica and Helsinki-Tallinn fixed link, by focusing on wider economic impacts of mega projects and methodological challenges in analyzing these.

NSB CoRe organized stakeholder events on Rail Baltica:

- Meeting between Finnish exporters and DG Move's Director-General for Mobility and Transport Henrik Hololei in Helsinki in January 2018
- Rail Baltica stakeholder dialogue with the Finnish business sector with NSB TEN-T European Coordinator Catherine Trautmann in Helsinki in May 2018
- Branch networking event for German and Finnish companies on Rail Baltica and co-operation opportunities in Helsinki in December 2018



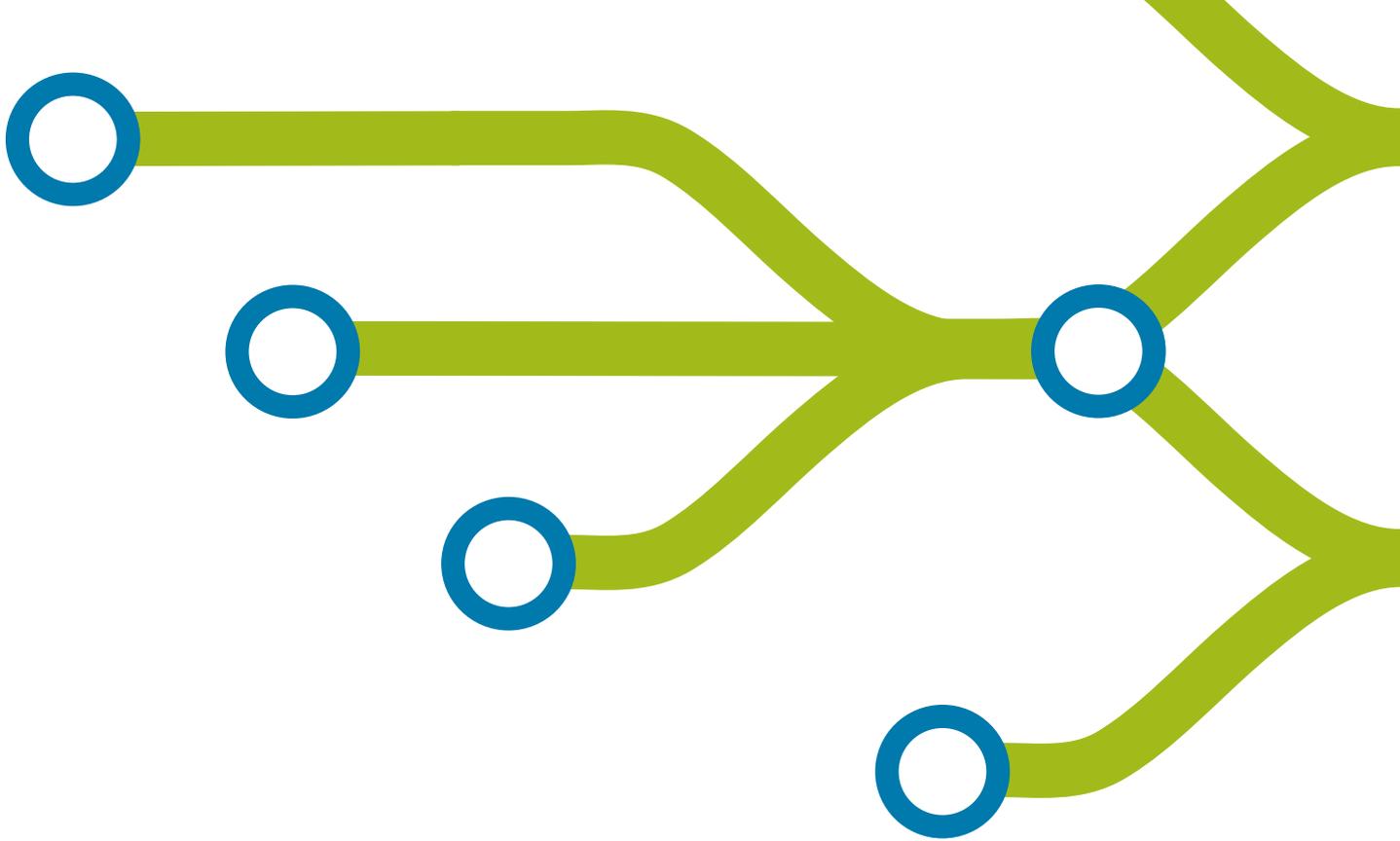
Logistics chain on the corridor

The activities of NSB CoRe in the logistics were based on an analysis of existing transport policy in the European Union in general (such as TEN-T Regulation, Single European Transport Area, Digital Single Market, Combined Transport Directive, Single European Railway Area), and the Baltic Sea Region with its 'EU Strategy for the Baltic Sea Region' more specifically. Furthermore, Rail Baltica, as the major infrastructure project in the Eastern Baltic Sea Region, was included in the analyses.

The evaluation of the policies was combined with the business perspective. NSB CoRe stakeholders have come from different perspectives of the logistics chain. These are for shippers, forwarders, railway undertakings, terminal operators, and road hauliers within the stakeholder groups. These stakeholders represent furthermore all modes of transport and are micro-, small-, medium- or large enterprises and represent various economic sectors. The stakeholders are also situated along the North Sea – Baltic Corridor and in the partner countries of the NSB CoRe partnership.

The stakeholders were involved in the NSB CoRe logistics activities through surveys and roundtable meetings in all partner countries and were able to provide further input or feedback to findings of the activities. NSB CoRe also included stakeholders from regional-, national- and EU-level. This enabled a multi-level governance approach in stakeholder involvement and enabled a corridor perspective for all stakeholders and project partners involved. This also supported the logistics chain along the North Sea – Baltic Corridor. The transnational character of the project itself and vast group of stakeholders provided the opportunity to have a transnational community dialogue on intermodal transport topics and at the same time support the important infrastructure development project Rail Baltica.

The research work undertaken by the NSB CoRe logistics partners shows that the issues of intermodal transport development within the North – East part of NSB corridor are very complex and require multifaceted consideration.



The main obstacles and challenges that still hinder the use of intermodal transport solutions in the existing corridor are:

- intermodal transport is too expensive compared with road transport – this results that road carriers are exempt from the majority of charges, referred to as external costs,
- transit time and on-time reliability of intermodal services – to be competitive railway services must be comparable to road transport,
- insufficient or missing terminal infrastructure (short tracks, poor-quality storage yards). Integrated and coordinated strategy for terminal development is considered,
- lack of customer orientation - the availability of information (services, timetable, prices).
- missing intermodal connections,
- last mile solutions insufficient or missing

NSB CoRe corridor as an Intermodal Corridor – conclusions and recommendations

The overall long-term European goal is to create an **interconnected and interoperable rail system** that connects Central- and Eastern Europe with Scandinavia, the Commonwealth of Independent States and China. Rail Baltica is a key project, but it is not enough alone. Rail Baltica and its effective connections to the wider 1520 mm railway network will help to create **new industrial zones** and communication nodes, to create conditions for emerging business opportunities, and will affect the development of **distribution centers** in national markets.

- **A network of cooperating intermodal terminals** covering the entire North Sea – Baltic Corridor should be designed, and an integrated and coordinated strategy for terminal development considered. This is possible only in close partnerships between public and private actors in transportation sector across national borders.
- **Infrastructure guideline** for future intermodal investments is needed. A basic (minimum) criteria for accessibility and technical requirements for container terminals is the first requirement for intermodal market development.
- **Innovation strategies** of all stakeholders is required, as the transport market is very dynamic and competitive. All market stakeholders need to base their innovation activities in supporting the supply chain. Analyzing and creating a common understanding on needs of the supply chain would be a useful cooperation task to be updated regularly.
- **Dialogue and networking** between business representatives and other relevant stakeholders bring many benefits and enable the transfer of knowledge. Furthermore, providing information relevant and important for enterprises, is a way to increase the attractiveness of intermodal supply chains.

The NSB Core analyses on logistics are summarized in Policy Paper on Interconnectivity and Interoperability. The Policy paper and all other reports on logistics studies are available at:
www.uudenmaanliitto.fi/nsb_core/project_library



Using project territory in testing methods of transnational spatial planning in a transport corridor

- NSB CoRe project territory covers most part of the North Sea Baltic (NSB) core network corridor and its hinterland. This territory offered a unique opportunity to test transnational spatial planning as a process to foster stakeholders' cooperation, and to build a network of actors willing to collaborate to further develop NSB corridor and bring its benefits to local level.
- NSB territory provides a varied group of interests and experiences. Capital regions and metropolitan cities, transport-oriented hinterland nodes, and peripheral regions and towns along the NSB corridor, all took part in the spatial visioning process. In this way the project consortium provided the opportunity to effectively involve local actors providing opportunities and local knowledge, which was very helpful to carry out the tasks of spatial visioning.

Spatial Visioning as a process to foster collaboration along transnational transport corridors

- VASAB organised the Spatial Visioning and tried to work with various stakeholders from different governance levels and sectors. This dialogue was very important to broaden the discussion on NSB development to introduce regional development perspectives and local perceptions. It also helped to “translate” European TEN-T policy to tangible local benefits.
- Besides visioning along a transport corridor, a lot of emphasis was put on regional development and wider catchment areas and economic benefits of NSB corridor.
- Core messages of the draft spatial vision were built on stakeholders' opinions collected during a series of workshops carried out throughout the NSB CoRe project. Stakeholders' views were used as a groundwork to set the directions of spatial vision, and specifically, to discuss Rail Baltica in a broader perspective. In the process, the aim was to work towards a common vision, based on stakeholders' views on their needs for development.
- Activities included a series of interactive workshops with local stakeholders. Spatial visioning process gathered local stakeholders in various workshops and with interactive methods invited local players to share their knowledge and expertise about existing strengths and opportunities, weaknesses

and challenges, and at the same time to get actively involved in visioning the future. In various settings and with various methods more than 200 planning officials, specialists, researchers and decision makers representing stakeholders participated in the spatial visioning process.

- Aiming to as comprehensive view as possible stakeholders were identified starting from local municipalities and regional organizations to national agencies and ministries. Spatial planners and transport planners were involved. The visioning process was built aiming to address the challenge of domination of sectoral thinking.
- Important task of the spatial visioning process was to step out of conventional approaches to transport development, and to be brave and suggest ideas beyond traditional frames. Visioning beyond the existing framework – asking what if questions - was a tool in finding new opportunities or new ways in analysing common challenges and opposing interests of stakeholders.
- VASAB led this work in consecutive steps that helped to organize the work.
 - At first, aims and needs of the vision were identified together with the project partners.
 - Then relevant stakeholders were mapped and process was used to create and maintain a network of stakeholders.
 - Combination of spatial policies, national, regional, local plans and visions, were brought on the common table. Planning themes, analysed in the case studies carried out in parallel in NSB CoRe, provided also input to the spatial visioning process.
 - The resulting common vision tried to combine macro and local level perspectives, anchoring all in the Rail Baltica development perspective, but still adding the discussions with stakeholders' own needs of spatial development.

Outcome: a practical model for stakeholder led bottom-up spatial visioning

- Spatial visioning was just a starting point in order to get a comprehensive understanding of the region. Work will have to be continued.
- NSB CoRe has taken first steps towards the common Spatial Vision, towards a planning tool for regional and transnational development policies able to maximize benefits of large-scale infrastructure projects, such as Rail Baltica.



- In NSB CoRe the method of bringing different sectors of planning profession around the same table was proved effective. Especially, combining viewpoints of transport and spatial planners was seen as a step forward in overcoming normally strong sectoral approaches.

Outcome: towards models of planning of integration – cross-border integration and spatial and transport planning

- The concept of Commuting Growth Corridors was created as an integrative planning concept. The concept was validated against experiences of different parts of NSB corridor in several workshop discussions. The concept as a planning tool was assessed from perspectives of cross-border commuting, integration of spatial and transport planning, and in the context of local and regional economic development.
- The concept was used in the case studies of NSB CoRe, both in the context of cross-border integration, and in the context urban and metropolitan development.

NSB CoRe project provided VASAB and the participating planning organizations an opportunity to test transnational spatial planning along the project area. Main aim of the spatial visioning process was to foster collaboration in the NSB CoRe area and to build a model for a stakeholder network along a transport corridor. First steps were taken, and a lot of opportunities wait for realization.



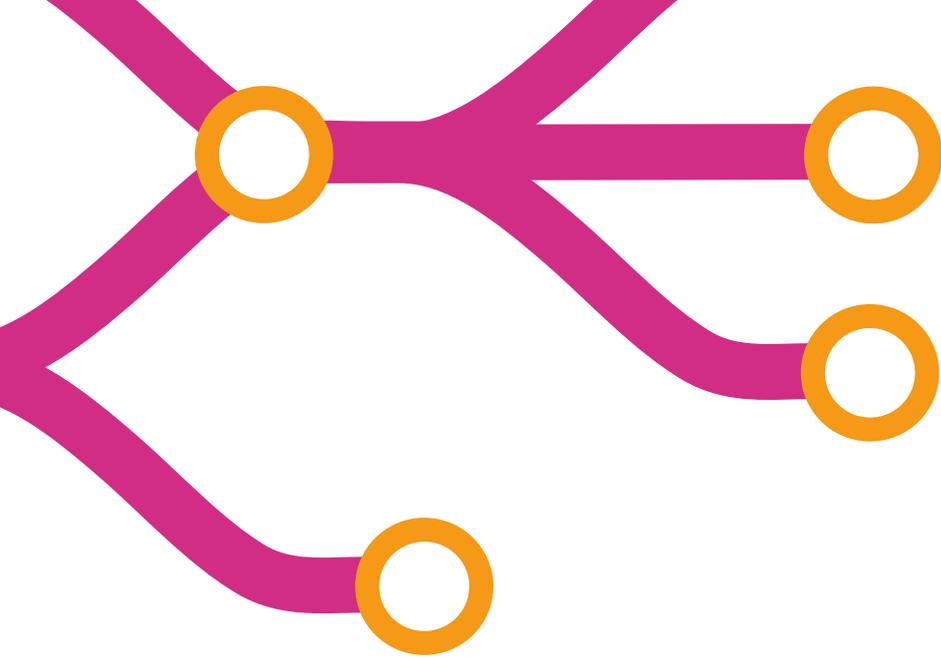
**COMMUTING
GROWTH CORRIDORS –
CROSS-BORDER
INTEGRATION**



Under the commuting growth corridors theme and concept the aim of the project was to strengthen the cities and regions along the North-Eastern part of North Sea-Baltic Core Network Corridor through specific activities and case studies within each defined commuting growth corridor section. The activities and cases were dedicated to improving cross-border transport connections and services, enhancement of last mile solutions and digital services in inter-urban and urban transport.

The activities were implemented under three commuting growth corridor sections that were identified in the former RBGC project. These are cross-border sections in the North-Eastern part of the North Sea–Baltic Core Network Corridor with either intensive mobility due to inter-regional business integration and commuting labour force or showing either existing or potential for growth based on enlarged market areas along the corridor.

According to challenges observed, the German-Polish commuting growth corridor (Berlin–Poznań–Warsaw–Białystok) focused on improvement plans of existing cross-border train services, the Baltic commuting growth corridor (Tallinn–Riga–Kaunas) focused on studying the potentials that new Rail Baltica would bring to the corridor and the Finnish–Estonian commuting growth corridor (Tampere–Helsinki–Tallinn) focused on studying and enhancing smart mobility services potentials in the region. These cross-border sections determine the success and failure of transnational transport corridors and their effects for territorial cohesion. This is true for freight transport, and it is true for passenger transport, too.



Being the key to territorial integration of the Eastern BSR, the NSB corridor links between Berlin and Helsinki six European countries and six European capitals. Additionally, it provides links to Belarus and Russia and serves as gateway to the northern parts of Finland and Sweden.

In this situation, the Rail Baltica project, which between Warsaw and Tallinn in fact consists of a sequence of cross-border sections, obviously is the key to successful integration of the Eastern BSR and in the focus of attention. Having this in mind, the partners of the NSB CoRe project investigated steps towards better integration of complementary cross-border sections, which shape the hinterland of the Rail Baltica project and embed it into the European internal market:

- Improving Connectivity – Berlin-Poznań-Warsaw-Białystok
- Scenarios – major nodal points along Rail Baltica
- Enhancing Smart Mobility – Tampere-Helsinki-Tallinn
- Importance of hinterland connections – Kvarken region case studies

Each of these sections has to cope with particular challenges, which determine the prospects of future development. These challenges are described below, and lessons learnt from transnational cooperation are outlined. Realising their cross-border activities the NSB CoRe partners followed the concept of Commuting Growth Corridors, underlining the benefits of intensified exchange for the competitiveness and prosperity of connected cities and regions.



North Sea – Baltic – Arctic Express

Moving Conference 2018

Berlin Hbf –

Frankfurt (Oder) – Poznań Główny – Łódź Fabryczna – Warszawa Centralna – Białystok –
Elk – Suwałki – Kaunas – Riga – Pärnu – Tallin – Helsinki – Vaasa –

Umeå C

Improving Connectivity – Berlin- Poznań-Warsaw- Białystok

Developing a roadmap for better cross-border connections in the German-Polish Interaction Area, and beyond.

The link between Berlin, Poznań and Warsaw is the backbone of the transport network between Germany and Poland. Infrastructure upgrades are being prepared or in process of implementation, leading to increased capacity and reduced travel times. The link between Łódź, Warsaw and Białystok complements the link between Germany and Poland, being one of the backbones of the railway network within Poland and providing access to the future Central Communication Hub (Centralny Port Komunikacyjny, CPK).

However, to capitalise the effects of the Commuting Growth Corridor to the full extent, the following challenges need to be addressed:

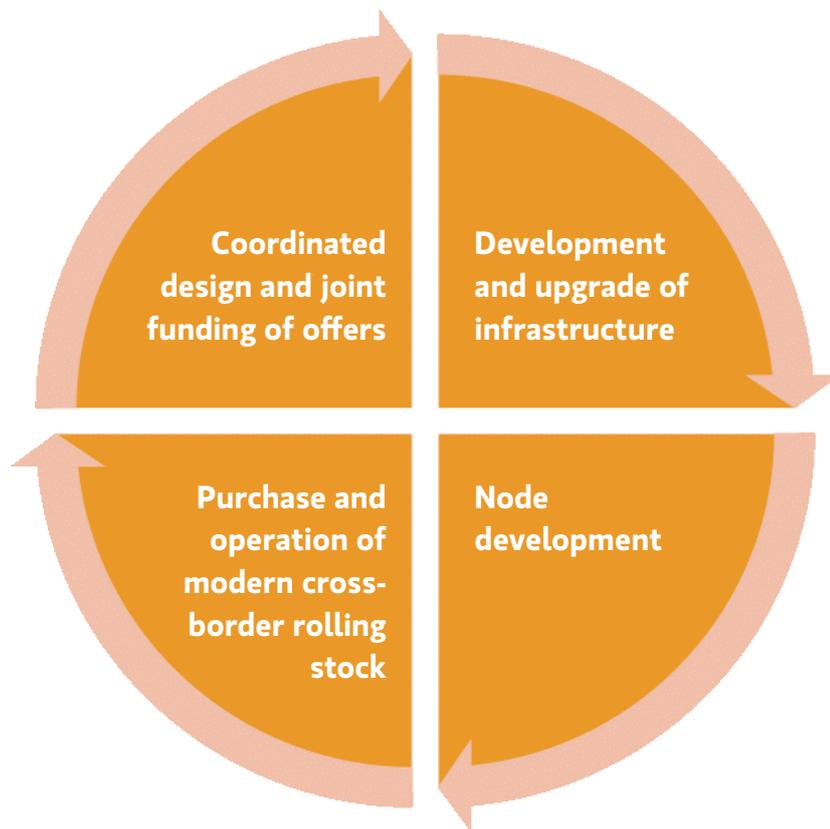
- Sharply growing demand for regional transport and more capacity of railway infrastructures in urban nodes and in metropolitan areas
- Limited number of multi-system locomotives and lack of multi-system electric multiple units (EMU) for long-distance and regional cross-border transport
- Different approaches towards design of travel offers (interval timetable vs. point-to-point connections) and different funding systems for regional and long-distance transport in Germany and Poland

To tackle these challenges, the NSB CoRe partners propose an integrated approach of the following strategy elements:

- Development and upgrade of infrastructure
- Node development
- Purchase and operation of cross-border rolling stock
- Coordinated design and joint funding of offers

NSB CoRe contributions:

- Memorandum & strategy paper on the future development on the Berlin-Poznań-Warsaw-Białystok Commuting Growth Corridor
- In-depth studies on the sustainable provision of cross-border rolling stock, the potentials for capacity optimization of the railway line Berlin-Frankfurt (Oder)-Rzepin and the Warsaw railway node
- Moving Conference “North Sea-Baltic-Arctic Express” from Berlin to Umeå in May 2018, drawing attention to cross-border issues along the NSB corridor



To implement the vision of a Commuting Growth Corridor it is most important to create a **joint business case for the purchase and operation of cross-border rolling stock**. With this regard, the target network of long-distance and regional cross-border connections needs to be agreed, specifying the need for cross-border rolling stock for long-distance and regional transport. Based on this framework and adequate solutions for the joint financing of offers a model for the provision of modern and comfortable cross-border rolling stock can be developed, serving the needs of operators of long-distance and regional transport.

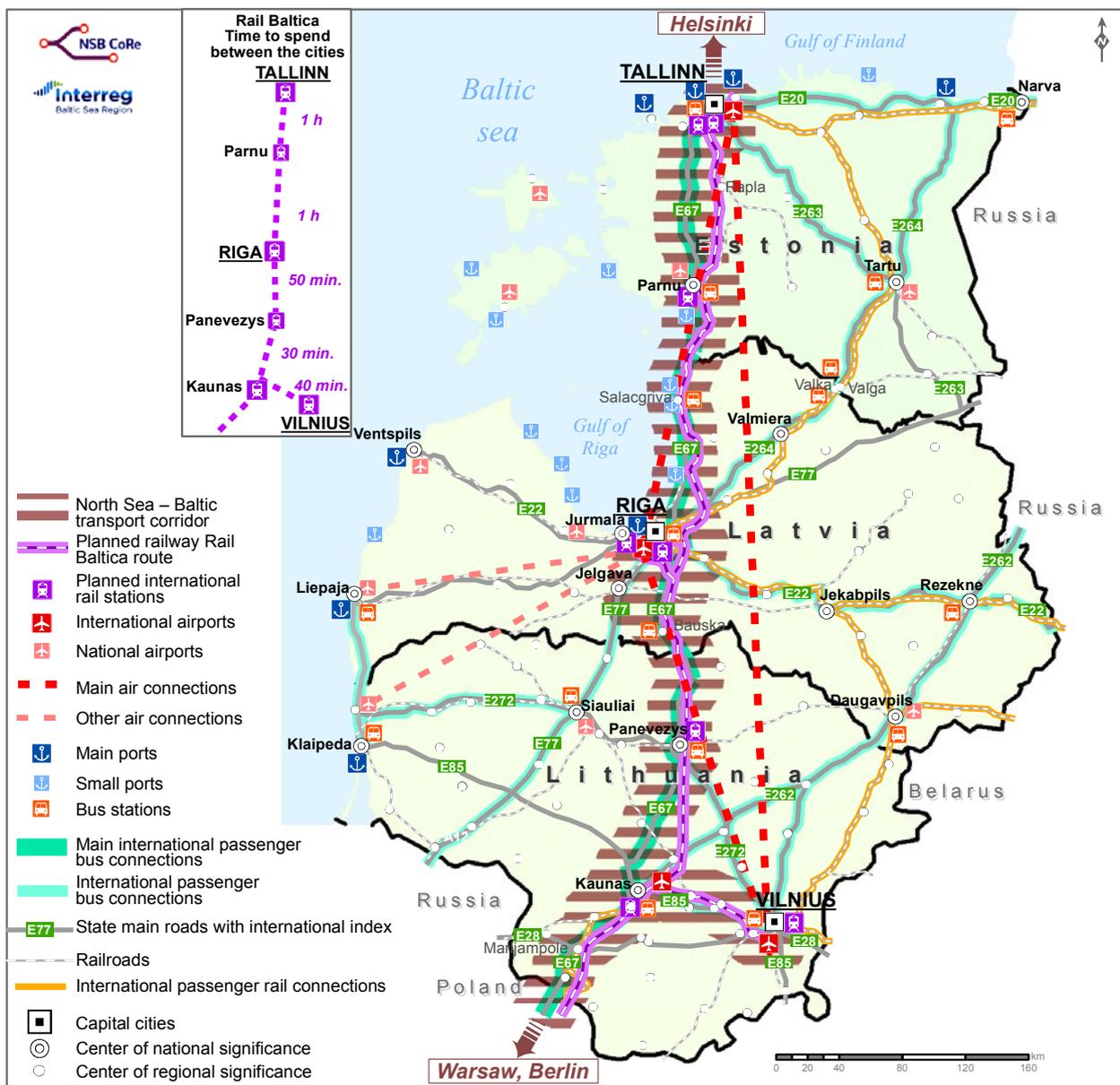
Scenarios – major nodal points along Rail Baltica

In the Baltic Commuting Growth Corridor section, the NSB CoRe has contributed to the creation of a common vision of the main transport nodes and connections along the planned new Rail Baltica transport route. This has started a crucial and unique discussion to embed new Rail Baltica in the existing transport networks in the Baltics.

The studies that were implemented on this topic are; as a first step the report on “The analysis of the spatial structure and the transport system along the Tallinn – Riga – Kaunas Commuting Growth Corridor, and as a second step the report on “ The identification of future scenarios of transport development along the Tallinn – Riga – Kaunas Commuting Growth Corridor”.

The work on the identification of the scenarios of Rail Baltica integration in Baltic transport network has been an important process in order to strengthen the role of Rail Baltica as a backbone of the future transport system in Baltic States. When developing scenarios the assessment of the value and advantages of the main transport modes and nodal points along Tallinn – Riga – Kaunas commuting growth corridor with a focus on passenger transportation but taking into account also the transportation of cargo was carried out. The scenario report presents also the most important existing and perspective nodal points and connections for business travellers and commuters on the North Sea – Baltic corridor’s core and catchment areas, as well as second level nodal points.

Full study reports are available at:
www.uudenmaanliitto.fi/nsb_core/project_library



Existing transport connection in the Baltic States along the North Sea - Baltic transport corridor.

NSB CoRe scenarios' contributions:

- Strengthening the role of Rail Baltica as the backbone of the transport system
- Presenting the most important existing and perspective nodal points and connections for business travellers and commuters on the North Sea – Baltic corridor's core and catchment areas, as well as second level nodal points
- Common vision of the main transport nodes and connections of the transport corridor with a focus on passenger transportation
- Strengthening of metropolitan development, support of transfer-oriented development

Enhancing Smart Mobility – Tampere – Helsinki – Tallinn

In Finland Helsinki-Tampere corridor has a long tradition as a commuting corridor and cooperation area. The existing network organization Growth Corridor Finland has a strong focus on the development of MaaS (Mobility as a Service) concept. The corridor has a cross-border dimension with the connection from Helsinki to Tallinn in Estonia. The mobility between Helsinki and Tallinn is very high and still growing. There is active cooperation to develop smart mobility solutions to tackle the challenges that the growing mobility causes.

The activities of NSB CoRe on smart mobility operated mainly on this Finnish-Estonian commuting growth corridor section. The first study was “Transport services benchmark report” which benchmarked existing smart passenger transport concepts and service developments in urban nodes and along the project’s commuting growth corridors. The focus was to find the barriers of entry to markets, best practices and public sector action points. The key findings were the following:

- Few actors in the transport service sector are at a viable business stage
- Public sector assistance is needed in
 - Creating enabling legislation
 - Assistance in market entry, for example by financial support, marketing assistance and steering group mentoring
 - Providing adequate infrastructure, such as rail and road capacity and parking spots for shared vehicles
- Subsidization is not viewed necessary for most services in the long run.

The lessons learnt in the smart mobility activities are summarized in NSB CoRe Smart Mobility Policy Paper. The process identified that local governments (municipal and regional), alongside national and private sector ambitions, have a key role to play in the shift towards smart and multimodal mobility ecosystems and the provision of new innovative mobility solutions to their residents. The focus in the project’s smart mobility policy identification process was on the advancement of the Mobility as a Service (MaaS) vision.



The policy paper covers five topical focus areas where local governments throughout the North Sea – Baltic corridor are facing challenges in their pursuit for enabling car-light lifestyles and greater mobility service integration. The paper presents each challenge with policy recommendations for setting the scene for the development of new innovative and environmentally conscious mobility services as well as their integration under a one-stop-shop service umbrella that's accessible on demand.

The focus areas and corresponding recommendations are:

Focus area 1: Local governments must create shared visions. The proliferation of new sustainable mobility services and the integration of mobility services is slowed down because of a lack of vision and ambition within local governments. It is important to establish an inclusionary process for co-creating a shared vision and roadmap that makes sustainable mobility a strategic goal across departments. Generating local demand for new mobility service will boost the development of services.

Focus area 2: Seamless regional travel needs political leadership. Trip chains rarely function adequately at the level of the urban area or region (corridor) due to limited political leadership. At least the integration of first/last mile solutions is often missing. Municipal co-operation is needed to coordinate service development. Building a culture of experimentation and sharing experiences and good practices strengthens collaboration among authorities.

Focus area 3: Service development in rural areas requires proactive involvement of local governments. Extending mobility chains to the rural areas along commuting corridors needs the introduction of flexible and sustainable mobility solutions that don't require a lot of passengers to be feasible. New forms of cooperation and business models are needed in order to find functional new services.

Focus area 4: Local governments must take lead in the coordination of service integration. Service integration processes are difficult to manage because the transport system is split into competing sectors (national, local, private), isolated silos within the sectors, and single-modality specializations. Local governments can facilitate collaboration by calling for increased central

government steering of nationally owned operators and inviting private sector operators into joint pilot projects. All stakeholders will benefit when the role of users is elevated.

Focus area 5: Open access interfaces are a priority. Universally open access to data and sales and transaction interfaces is crucial for MaaS but often obstructed by limitations in technology, usability, and commercial terms. Local governments can hasten the process towards open interfaces by generating direct or indirect resourcing for their creation. Mutually beneficial interface-sharing contracts between local public transport operators and private companies may also need a facilitator.

These above policy paper recommendations highlight the issues local governments should put on their agenda when aspiring to facilitate the growth of a MaaS ecosystem. The recommendations, however, should always be evaluated and acted upon based on the situation in each country, region, and municipality.

Full reports are available at:

www.uudenmaanliitto.fi/nsb_core/project_library

Smart mobility findings:

- Need to establish an inclusionary process for co-creating a shared vision and roadmap. Generating local demand for new mobility service will boost the development of services
- Need municipal co-operation to coordinate service development. Building a culture of experimentation and sharing experiences and good practices strengthens collaboration among authorities and private companies
- Need to introduce flexible and sustainable mobility solutions to extend mobility chains to rural areas. New forms of cooperation and business models will help to create functional new services

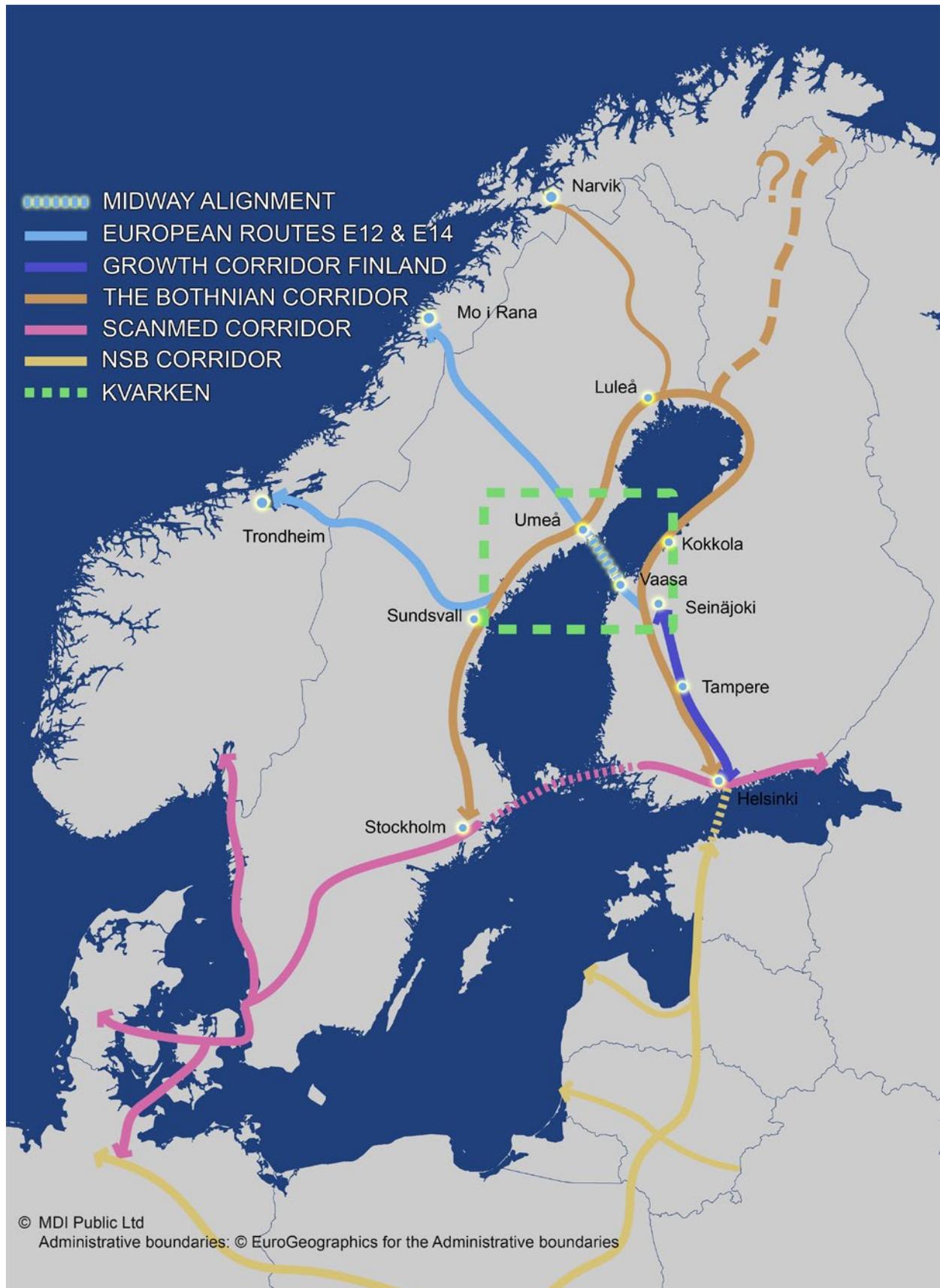
Importance of hinterland connections – Kvarken region case studies

The Kvarken strait region consists of three Ostrobothnian regions in Finland (Ostrobothnia, South Ostrobothnia and Central Ostrobothnia) and Västerbotten and Örnköldvik regions in Sweden. The main urban nodes are Vaasa in Finland and Umeå in Sweden. The NSB CoRe project partner Kvarken Council implemented two case studies within the project in order to study and point out the importance of building connections between higher and lower level nodes to enhance economic growth.

The studies provided valuable material that can be used when addressing the topics on regional, national and international level. The region has also been able to speak with one common voice related to these questions and given the opportunity to focus on the right things in a bigger perspective. The studies have been used as background material in several new studies and when preparing future projects. The region and its' potential has become more visible and the strong partnership in the project has made it possible to share this knowledge in a bigger context.

This Kvarken case study investigated the most important linkages in the Kvarken region - internal sea routes through the Midway Alignment, which is the shortcut within the Bothnian Corridor and a trunk line E12 to Mo i Rana in Norway, and connection to the city of Seinäjoki, Finland, and how can they contribute to better connectivity of the Kvarken area to the TEN-T core network.

Accessibility to key markets is the key idea of the NSB CoRe corridor, hence, the main target is to merge Finland and Sweden into mainland Europe through two core network corridors – North Sea Baltic and Scandinavian-Mediterranean. Even though these core corridors currently extend to the southern parts of Finland and Sweden, they leave out most parts of the two



Kvarken area and most important linkages.

countries outside the transport network. Kvarken connection has long-lasting history of cooperation and coordinated transport development and is building a bridge to connect these two corridors. Cargo and passenger volumes are rising along the Kvarken connection. This implies that the whole corridor needs better transport infrastructure and mobility services.

For Kvarken it is critical that in Finland Seinäjoki and Tampere are more linked to each other with improved extension to Vaasa. Taking in account the perspective of the transport system public transport linkage should be seen as a whole. The principle is that rail transport carries out most of the public transport connections between the Vaasa-Seinäjoki terminals. Fast trains connect large centers closely to each other, but it means fewer stops for time reduction, so smaller centers in the corridor will miss the potential of the transport connection. Dense bus traffic can provide a reasonable level of service for those non-line access points. Attention has to be paid to the accessibility of second-tier and third-tier centers.

On Swedish side of the Kvarken strait the city of Umeå and Norrbotten region are performing above average in Northern Sweden, so improved connection to southern development centers is planned. A high priority is also given to towns further north from Umeå with the proposed new coastal rail link named Norr Botniabanan that would substitute the current inland connection. This is raised due to the concern that local labor markets are too small and too weak to provide real growth at the corridor.

Both Vaasa and Umeå are considered as knowledge and competence hubs and there is an interest to develop a twin city which would have a potential to ensure critical mass in the area as well as improve attractiveness.

Vision for Kvarken suggests to concentrate on MaaS development in short-term to improve attractiveness of station areas and ensure last-mile solutions. In the midterm it aims for improved 3 hours ferry connection and in long-term to 2 hours train connection from Vaasa to Helsinki.

Connection of Kvarken to the Growth Corridor Finland will offer mutual benefits. Such a connection would make Growth Corridor Finland more attractive with increased labour force and amount of students.

The key messages from the Kvarken studies are:

- Importance of common voice when addressing the topics on regional, national and international level.
- Kvarken Region has the possibility to develop as inevitable connector between East and West. Reliable, efficient and sustainable transportation network is the premise for transnational cooperation and for consolidating Kvarken's role as connector of the Scandinavian-Mediterranean CNC and the North-Sea Baltic CNC.
- The improved and upgraded ferry connection between Vaasa and Umeå could function as a short-cut and as midway alignment between the two upcoming core network corridor extensions on both sides of the Kvarken strait; the Scandinavian-Mediterranean CNC on the Swedish side and the North-Sea Baltic CNC on the Finnish side and also by this tie the two sides closes together.
- Kvarken region can strongly contribute to the development of Finnish Growth Corridor from Tampere/Seinäjoki to Vaasa/Umeå.
- Faster rail and ferry connections would revolutionize the amount of workplaces and people within the commuting region, and this would bring positive effects on the accessibility and possibilities for people to travel.
- The NSB CoRe project has given boost to further improve the cross-border cooperation and Vaasa-Umeå twin-city development in this region. Even deeper cooperation between municipalities and regions is needed. Kvarken region will aim towards this goal by preparing to establish first EGTC (European Grouping of Territorial Cooperation) in the Northern part of the Baltic Sea Region.

Full reports are available at:

www.uudenmaanliitto.fi/nsb_core/project_library

Case A: Identify hinterland second level connections north of Tampere

Case B: passenger traffic from roads to rail and ferry in Tampere-Seinäjoki-Vaasa-Umeå growth corridor

The background is a solid green color. In the top right corner, there are two blue lines that curve downwards and to the right, each ending in a white circle. In the bottom left corner, there is a more complex network of blue lines that branch out, with four white circles placed at various points along the lines. The text is centered in the middle of the page.

INTEGRATED SPATIAL AND TRANSPORT PLANNING – URBAN AND METROPOLITAN DEVELOPMENT



NSB CoRe Spatial Visioning process concluded in a strategic document “Towards Joint Transnational Spatial Vision on regional development, logistics and mobility of the North Sea Baltic Corridor”. It tests the setting of objectives for the project area in terms of accessibility and its wider benefits. It takes on the challenge on balancing the mobility needs of dense urban centres and remote sparsely populated areas and the fringe of the corridor catchment area, which are both present along NSB CoRe. It pushes away from corridor thinking into network thinking where transport network is a tool to foster regional development and expand the catchment area compared with a single corridor.

The document sets a vision of a globally competitive region that generates high added value, building upon knowledge, innovation, creativity, sustainability and social responsibility. Not only improved connectivity has improved economic performance, but also it has contributed to the territorial cohesion and liveability of Eastern BSR. It discusses the value added of successful implementation of Rail Baltica and its integration into second level transportation systems.

Vision builds on concept of the corridor “backbone” – axis connecting the major urban nodes – and “secondary network” – dense spider web of lower level transport connections ensuring improved mobility for all in the catchment area and beyond. By the means offered by the smart mobility, connections on the backbone and within secondary network are fast, efficient and sustainable. Smooth transition from the backbone to the secondary network allows door-to-door travel from remote territories in the catchment area to the global gateways located along the corridor.

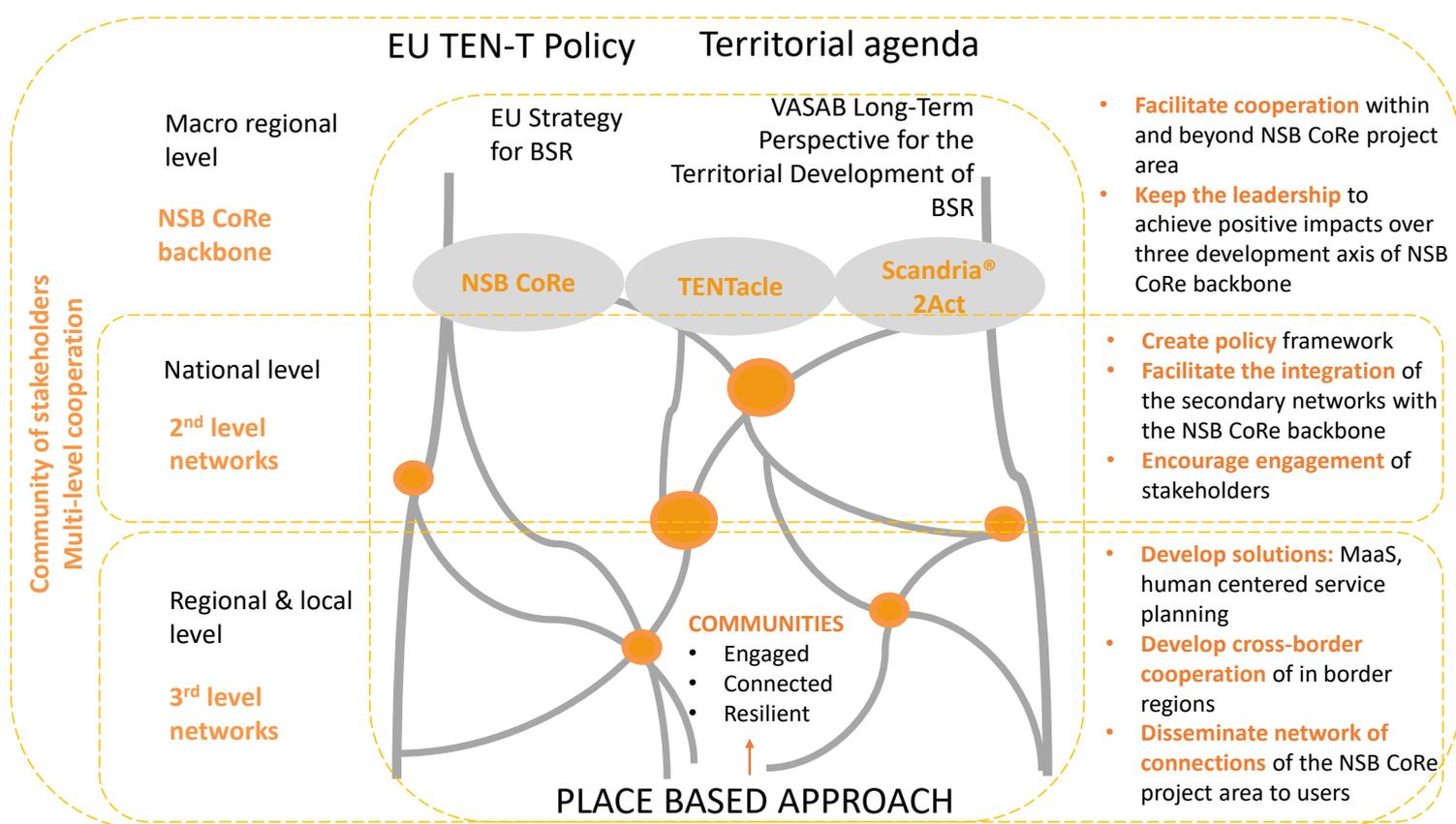
Most of the benefits of corridor development are aggregated in the metropolitan areas. The discussion of the economic value and agglomeration benefits are further expanded and analysed in the case studies of metropolitan areas along NSB CoRe – Riga, Helsinki, Warsaw. These case

studies are briefly summarized in the following pages. However, further accumulation of improved accessibility is observable on upper north extension of the NSB CoRe project area – the Kvarken straight.

A crucial part of spatial visioning process was to build a framework for governing the cooperation along the test area. By investigating the existing initiatives within the NSB CoRe project area it was clearly visible that strong and fruitful cooperation has been going on for years and decades even. The Spatial Vision document envisages to build up the community of stakeholders that covers the whole NSB CoRe project area within different levels and integrates into the EU and macro-regional networks.

The process concludes in action points to improve policy, improve cooperation and improve connections that could be taken on three geographical levels – macro-regional, national and regional. The matrix of actions offers plenty of next steps to continue strengthening the cooperation within the NSB CoRe project area.

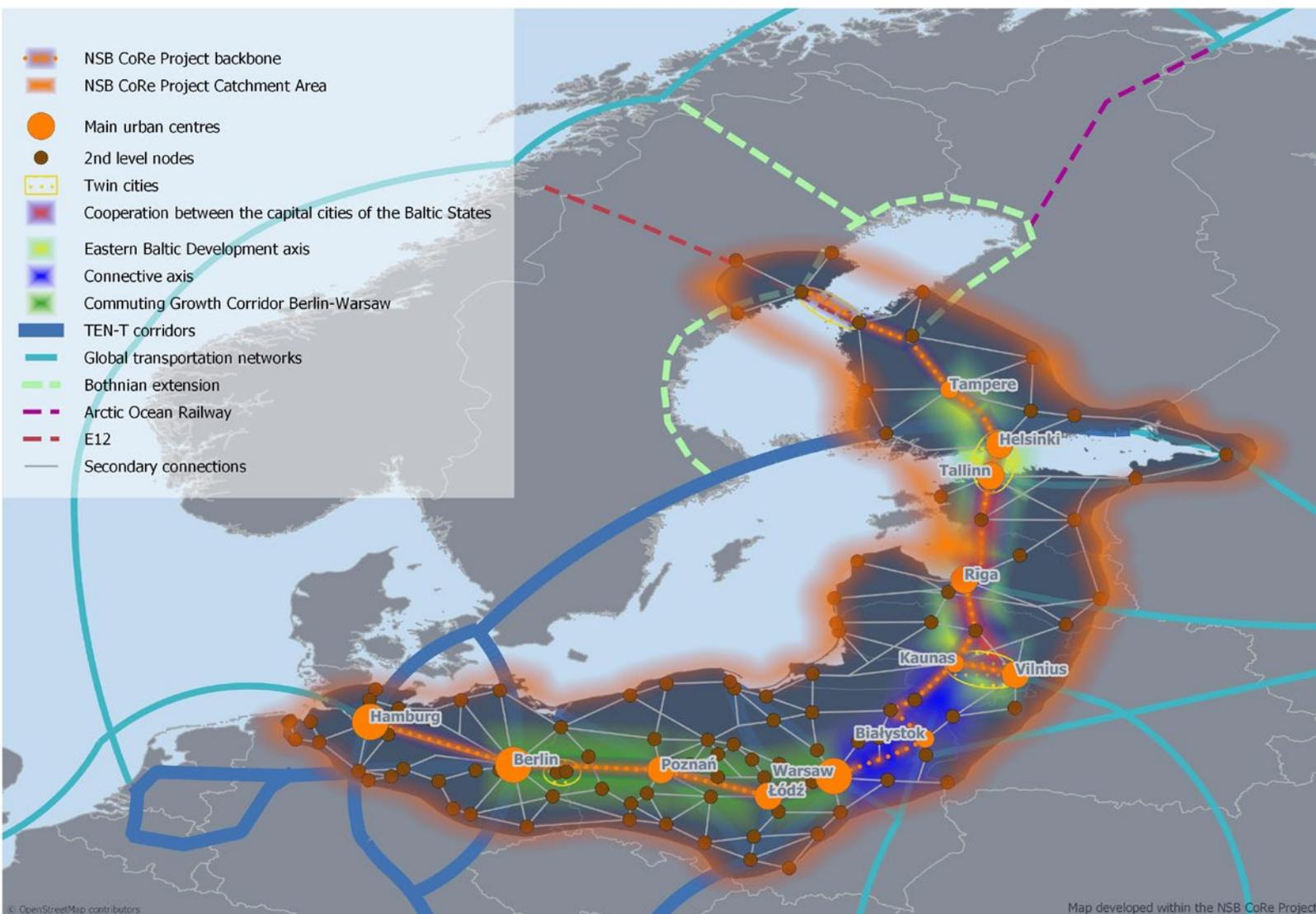
The full spatial vision is available at:
www.uudenmaanliitto.fi/nsb_core/project_library



Cooperation principles in the NSB CoRe project area.

NSB CoRe contributions:

- tested transnational spatial planning along and beyond the project area to foster collaboration and create a stakeholder network
- facilitated regional/local case studies on spatial developments discussing benefits of transport mega projects on a local scale
- made effort to foster a stakeholder dialogue about TEN-T policy and its effects on a local and regional levels.
- described spatial effects of infrastructure developments
- supported putting Rail Baltica in a broader picture/larger scale



NSB CoRe spatial vision 2050.

Multimodality in urban nodes – Riga Metropolitan Area case study

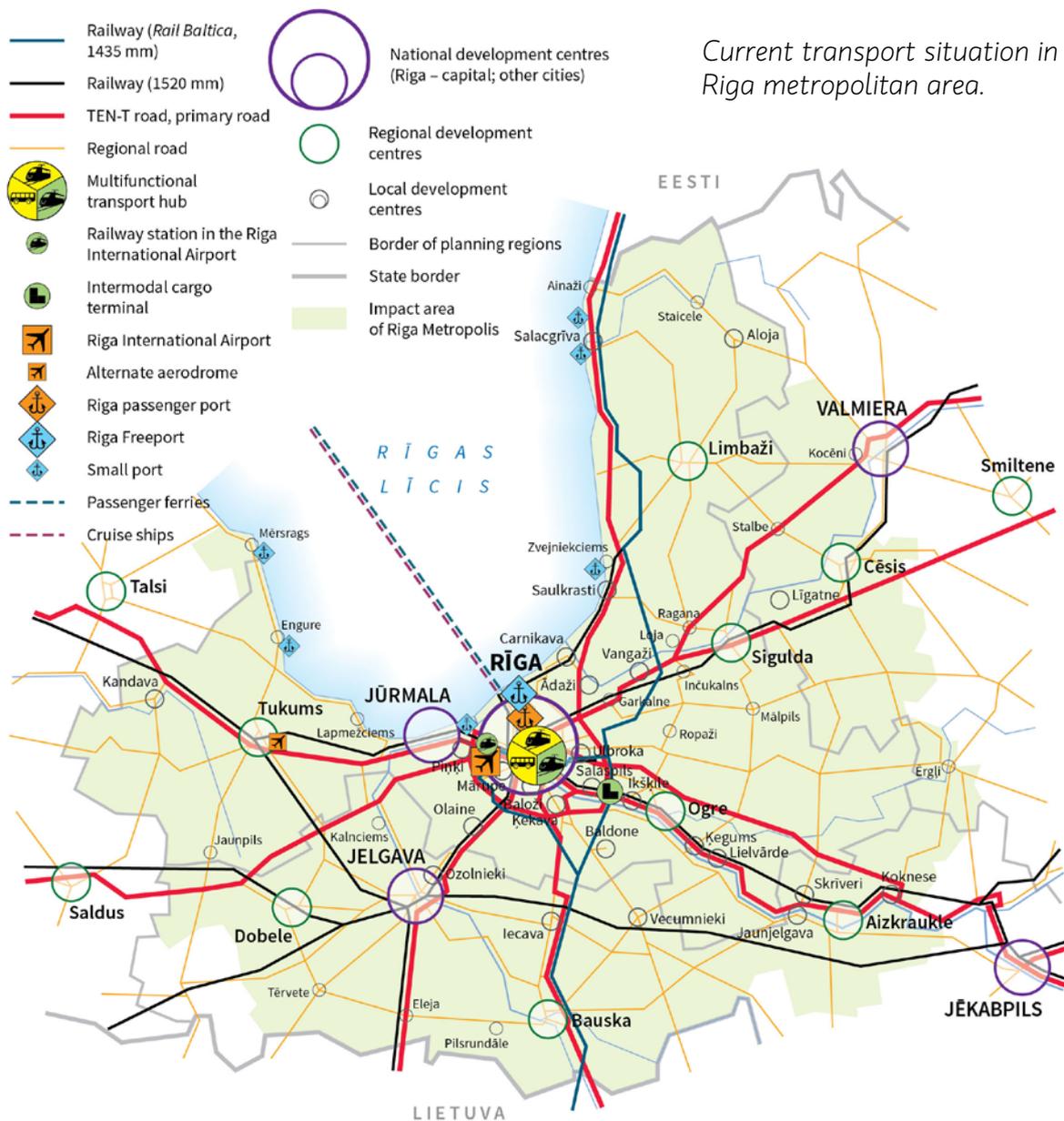
The project partner Riga Planning Region implemented a case study on the "Riga Metropolitan Area Mobility Spatial Vision". The case study final report on the mobility spatial vision for 2030 discusses the changes in the accessibility after Rail Baltica implementation and its integration into existing transport networks. The vision summarises that the development of transport, in particular the construction of the new Rail Baltica railway, is a catalyst for mobility change in Riga, the capital of Latvia. Rail Baltica railway construction project will increase passenger and freight mobility, improve internal and external reach of Riga metropolitan area.

Riga is already now an important transport hub for Northern Europe, the Baltic States and Latvia. In the future mobility in Riga metropolitan area will be determined by the new Rail Baltica railway and other infrastructure projects as well as by technology development, environmental quality objectives, development of public mobility and lifestyle. If enhancing potentials of Rail Baltica implementation, Riga can set an ambition to become a new, connected, common Baltic space for business, living and leisure. It is suggested to develop Riga as a central multimodal transportation hub both internally in the city centre as well as externally in the whole agglomeration.

The rebuilt Riga Central Railway Station will provide connections for all modes of transport - connecting Europe with high speed Rail Baltica, connecting East by conventional rail, urban public transport, Riga International Bus Station, 10-minute direct rail connection to Riga International Airport, as well a 20-minute drive connection to Riga passenger port. Catchment area of Riga will grow tremendously, and enormous competition possibilities will emerge.

The spatial vision sees that Riga will be the most convenient transport hub in terms of mobility and public outdoor space compared to European metropolises. Around the new central train station there will be convenient bicycle and pedestrian infrastructure and mobility services, reduced private road traffic, improved public transport, pedestrian and bicycle connections.

The full case study report is available at:
www.uudenmaanliitto.fi/nsb_core/project_library



The case study on “Riga Metropolitan Area Mobility Spatial Vision”

- Includes a vision of the spatial development of international (external) and mutual (internal) accessibility of the Riga metropolitan area.
- Analyses changes in Riga Metropolitan Area Mobility patterns caused by implementation of Rail Baltica
- Introduces the idea of multimodal hub
- Describes internal and external reach
- Emphasizes need to change mobility patterns, railway stations as mobility hubs and introduces opportunities to move to MaaS ecosystem
- Will be integrated into the new Riga metropolitan area spatial plan



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Local and long-distance connections – Helsinki Airport Rail Corridor case study

Project partner City of Helsinki implemented the case study on the Helsinki Airport Rail Corridor. The study is a key spatial and economic investigation of the Helsinki capital region that aims to evaluate the spatial development potential and economic agglomeration benefits of a new direct railway link that would connect Helsinki International Airport and Helsinki city centre. The study provides a basic understanding of the potential this corridor axis may bring and the accessibility for the capital region. The study is linked to the integrated framework evaluation of connecting Helsinki and Finland by rail tunnel via Tallinn to mainland Europe.

The Helsinki Airport Rail Corridor study primarily focused on the impact at the capital region scale. It acknowledged the impact on decreasing travel times from the Airport to the city centre by as much as a half to 15 minutes. The Airport Rail Corridor will also have an important role to play at the national level because it will connect the Helsinki International Airport with Finland's major cities via the main track.

The study shows that additional public rail infrastructural investment in the form of a new Airport Rail Corridor aligned with the Helsinki-Tallinn rail tunnel will improve connectivity within the city and its region and improve the city-region's international competitiveness, particularly with respect to improved connectivity for the Helsinki International Airport, which in turn will improve business travel and tourism in general. The Airport Rail Corridor will also open up growth opportunities for the rest of Finland via the upgraded connectivity to the International Airport.

The Helsinki Airport Rail Corridor will add to the attractiveness of the main impact zones and improve the development potential for these areas. The additional growth will focus on the areas of high connectivity. The entire capital region will benefit from the increased connectivity, which in turn will

bring agglomeration benefits and enhance the capital region's attractiveness. The increased connectivity will raise land values and enable higher levels of densification through development. The new rail development axis will act as a platform strategy to combat urban sprawl and achieve EU aims to render urban mobility more sustainable.

Furthermore, the rail transport capacity will grow with the extension of the Airport Rail Corridor to the main track. This will improve land-use development opportunities because the areas currently reserved for track extension may no longer be required and may be put to alternative use. These new development areas will have great connectivity, thereby improving their development potential. The Helsinki Airport Rail Corridor is also a vital element for the development of the St. Petersburg high speed rail connection.

The full case study report is available at:
www.uudenmaanliitto.fi/nsb_core/project_library

Helsinki Airport Rail Corridor case study key conclusions:

- The study is a spatial impact assessment of proposed underground rail connection - the Helsinki Airport Rail Corridor - from Helsinki city center to the Helsinki-Vantaa International airport.
- Helsinki Airport Line plan supports the goal of urban densification and more compact polycentric city model. The Airport Line would have significant impact to the land-use potentials and real estate values.
- Investment in infrastructure will improve connectivity within the city and the region as well as city-region's international competitiveness and overall attractiveness. This will improve business travel and tourism in general.
- Helsinki Airport Line will be a part of international, national and regional corridors. At the same time, it will provide benefits to the local level and will open growth opportunities for whole Finland.
- Territories in proximity to the train stations in City Centre/ Pasila/ Airport will be the biggest beneficiaries. However, positive impacts along the Finnish main railway track are foreseen.

Effects of Rail Baltica investments in the Warsaw Metropolitan Area – Mazovia case study

The Mazovian Office for Regional Planning implemented the case study on 'The impact of the E75 railway line's modernization on the development of the Warsaw Metropolitan Area'.

In Poland, Rail Baltica includes two international railway lines: the E20 (Kunowice–Poznań– Warsaw) and the E75 (Warsaw–Białystok–Ełk–Olecko–Suwałki–Trakiszki) that run through the Mazovia Region. Warsaw acts a catalyst for increased developing suburbanization process that stimulates and transforms areas in its immediate surroundings, hence, the E75 railway's modernization in Warsaw may influence the surrounding area in a positive way.

The study in Warsaw Metropolitan Area Urban Node along the E75 line investigated the impacts of railway line modernization on the settlements structures and spatio-functional and socio-economic dimensions. The analysis focuses on changes in settlement structure as well as the functioning of railway transport, with an assessment of the improvements by its users. Conclusions from the analysis of changes in the spatio-functional and socio-economical dimensions are described and concern the number of building licenses granted, changes in population size, changes in the number of registered natural person business entities and changes in the number of transactions on the real estate market.

Moreover, in the area of transport, the study presents an assessment of the quality of railway services on the E75 line through passengers' opinions and the integration of the Baltic railway with alternative transport modes. During the E75 railway line's modernization, the population in the case study area went up by 14,900. However, this growth was unevenly divided in the case study area with the highest growth taking place in the highest density areas near Warsaw and along the railway line, consequently, creating considerable socioeconomic differences in this project area. Intensity of changes in the population increased along with the reduction of the distance

from the railway line in question. Similar situation was noticeable in the building development. Little construction activity was registered in southern territorial units further away from E75 line.

However, since the most important transport routes to reach the capital quickly was on the northern part of the railway line, the intensity of construction processes were also more varied on this side. In the scope of the economic impact of the region no particularly big changes were visible during the time of the project, hence, definite conclusions for the impact of E75 railway cannot be emphasized as the construction works were still ongoing during the analysis. Nevertheless, there is no denying that the transport accessibility and institutional facilities – including access to public services in urban centers – were among the main factors having a positive effect on the distribution of companies.

The modernization of the railway did have an impact on the real estate market in the area surrounding the E75. This is noticeable in the relatively large number of transactions on the real estate market. One of the main reasons that could have impacted the real estate transaction prices is the eventual reduction of time needed to reach Warsaw. According to the passengers survey carried out during the study, overall satisfaction with the train services is rather high and train is considered a more convenient, cheaper and faster means of transportation comparing to bus or car. However, there is very poor integration of trains with local transport – timetables are not matching, bus stops are not in a proximity to the train stations and park&ride or bike&ride facilities are missing.

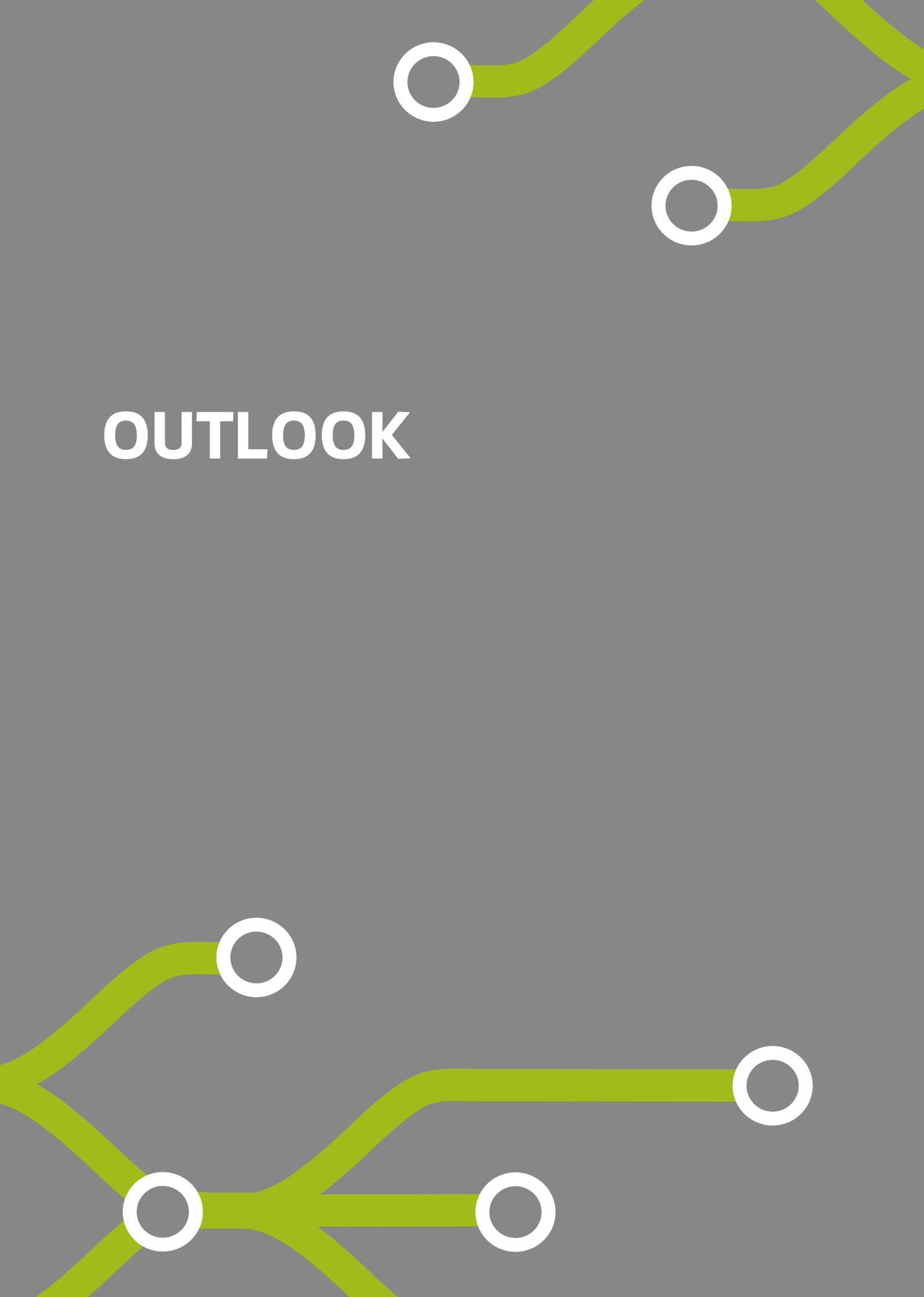
Profoundly it is extremely difficult to identify the impact of one factor on the main processes overseen in the study. Moreover, due to the infrastructural character of the investment in the E75 line's modernization, the trends in the area that might change in these above mentioned spheres might be identifiable only several years after the modernization is finished.

The full case study report is available at:
www.uudenmaanliitto.fi/nsb_core/project_library

Key conclusions from the case study “The impact of the E75 railway line modernisation on the development of the Warsaw Metropolitan Area”:

- Settlement centers are a consequence of increased suburbanization processes around Warsaw which is a catalyst for development that stimulates and transforms areas in its immediate surroundings
- Developments in the settlement patterns:
 - Increase of permits for new housing correlated with proximity to E75 Line
 - During the modernization of E75 Line number of real estate transactions and value increased
 - Train is considered more convenient means of travel compared to car or bus
 - Integrated, multimodal solutions are missing
- To increase the influence of the modernised E75 railway line, strengthen its potential, and to develop a cohesive, functionally complementing, and visually attractive area near this railway line, it is necessary to carry out multidirectional projects by public administration and territorial self-government authorities operating at various levels:
 - synchronization of long-distance transport with regional and local transport systems in cooperation with territorial self-governments
 - improvements to changing means of transport at railway stations and stops: bringing bus stops closer to railway platforms, introduction of common timetable information offices;
 - organization of the areas around major transfer nodes – creation of public spaces with a legal priority of pedestrians and public transport.

OUTLOOK





Diversity of interests is a strength and a challenge. The backbone of EU Transport Policies is the network of Core Network Corridors, developed as multimodal, high capacity transport corridors and applying common technical and commercial standards. This overall policy is generally well in line with economic and spatial policy objectives in the regions and metropolitan areas. But interests and political objectives in cities, regions and metropolitan areas, and in different countries along the transnational CNC's, like North Sea Baltic, normally are very different to, even contradicting each other. NSB CoRe has showed how crucial it is to synchronize interests of all stakeholders, and most effective way of doing this is a bottom-up dialogue based on accurate, updated information and evaluations produced by partnerships of multi-level governance.

Especially sensitive issues are impact assessments used in large transport infrastructure projects. Without standardised framework of analysis and methods, it is challenging to even discuss projects in a context of multi-level governance. The project platform BSR Access will work out a discussion paper and will organize round table discussion on this theme.

Time is a challenge. Projects like NSB CoRe with ambitions to find solutions to cross-border challenges or to build partnerships for exploiting cross-border opportunities, cannot succeed without mutual trust and commitment between partner organizations. Trust is always based on individuals and their good relations. In every organization people change, political alignments change and organizations change. Interreg projects typically are long processes – initiative, application, implementation and reporting – from two to four years. During this time in a project of 10 partner organizations, it is almost sure that some key persons change, political regime in an organization

change, or national regulation concerning a participating organization change in a way it affects the project. Interreg projects are rigid structures to mitigate these changes. This is partly because of the programme and its regulation. There is an urgent need to develop Interreg programmes and inter-regional cooperation mechanisms more flexible and adaptive. This might need to shorten the normal time span of a project.

Cultural differences in planning regimes. In the BSR, and especially in the Eastern side of the sea the countries are different in terms of economy, regional structures and cultural heritages. This fact was seen in NSB CoRe, too. The project was a cooperation platform for spatial and economic planning organizations. An inevitable side result was that participants learned a lot how different we are culturally and in terms of planning regimes. Only by learning to know each other in face-to-face interaction, we learned practical ways of working together towards common policy objectives. These objectives, like TEN-T CNC's, must be implemented at the local and regional levels by the responsible administrations and relevant business stakeholders. Here EU-policy making confronts with national and regional cultures and governance.

Use of common tools in the planning exercises between planners from six different national planning cultures was considered important. The concept Commuting Growth Corridor, or the method of Spatial Visioning were not in standard use in any of the countries. Co-working between different planning regimes was then not automatically dominated by any of the participants.

North Sea Baltic Core Network Corridor is part of TEN-T core network. In its Southern parts the network functions dominate, not one corridor. In the North the corridor effects dominate, and in the North where even the CNC is still non-existing, but still a plan, there jointly carried analysis is the topical issue. In future, further analysis and inter-regional cooperation in NSB CNC, exploiting opportunities and meeting its challenges, might be more effectively organised in smaller partnerships covering areas with more coherent policy aims. Rail Baltica will be an important focus. NSB CoRe showed that cities and regions directly influenced by Rail Baltica, they do have strong reasons to continue their collaboration in transports, logistics and regional development.





Publication of the Helsinki-Uusimaa Regional Council C 94 – 2020
ISBN 978-952-448-537-1 | ISSN 2342-1363

Helsinki 2020

Pictures: Liene Gaujeniete, Sakari Saarinen, Malla Paajanen, Tuula Palaste