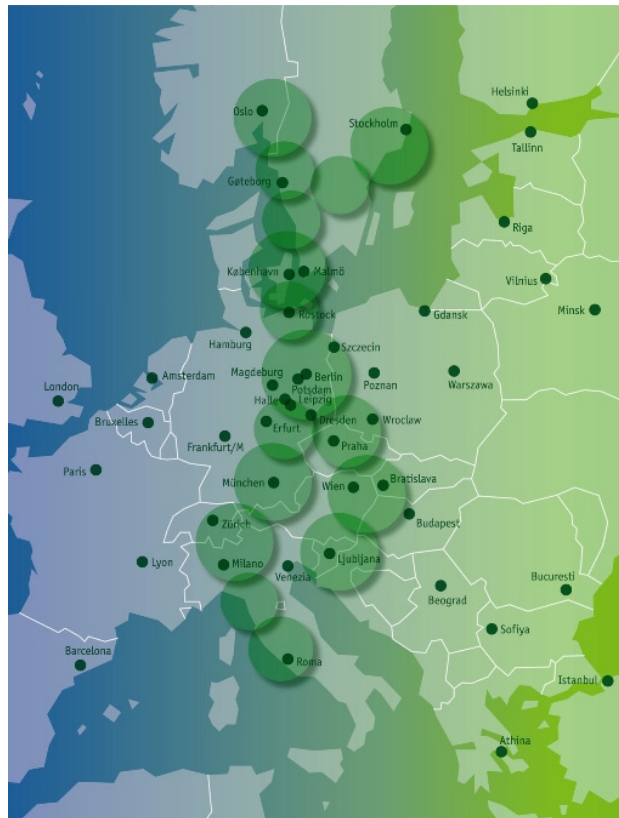


Scandria TEN-T Position Paper

13.09.2010



Preface

- The Scandria TEN-T Position Paper was set out in writing by the Scandria Project which aims at the advancement of innovation and growth along the Scandinavian-Adriatic Corridor.
- Scandria is a transnational cooperation project which is funded by the Baltic Sea Region programme and driven by 19 partners from Denmark, Finland, Germany, Norway and Sweden (see www.scandriaproject.eu).
- Scandria contributes to the EU strategy 2020 and the EU strategy for the Baltic Sea Region by facilitating the coordination of the national transport policies and infrastructure investments in order to improve co-modality and road safety. It will also develop criteria for the Green Corridor concept and was selected as one out of nine corridors by the Super Green project.

General Positions

Scandria

- **Realizes** that the global transport of goods is increasing rapidly. To facilitate transports from and to Asia, Africa and Arabia there is need for a functioning Core Network of all transport nodes in Europe that connect major axes such as the corridors from Oslo to Athens and from Stockholm to Palermo;
- **Underlines** the importance of a strong Core Network in order to connect the Baltic with the Adriatic Sea. Such a Core Network furthers a spatially balanced development as it is asked for by – among others – the Territorial Agenda of the EU, the Baltic Sea Strategy and the VASAB Long Time Perspective;
- **States** that there is need to further improve and develop the multi-modal North-South transport axis in order to assure a spatially balanced and a reliable Transport System around and across the Baltic Sea;
- **Asks** for a better coordination between transport policy, transport network planning, and the integration of soft measures. Especially the seaways and the earthbound means of transportation have to be coordinated, the Green Corridors have to be integrated;
- **Highlights** the importance of the European Coordinators supporting a balanced development between EU policies and subsidiarity;
- **Stresses** that in the future, much as it is today, the link of Scandinavia to the European continent is primarily based on ‘superior’ ferry lines connecting the Baltic Ports;
- **Points** out that only the existence of a variety of co-modal South North Axes can guarantee a reliable and resilient transport system;
- **Claims** that good transport connections are essential for innovation and economic integration;
- **Puts** its effort also in development of soft measures in order to facilitate efficient and green transportation.

Positions towards a Core Network

Scandria

- **Supports** strongly the approach of defining main nodes, such as capitals like Oslo, Stockholm, Berlin, Prague, Vienna and other major metropolitan regions in the corridor as well as the major Baltic and Adriatic ports. Scandria also supports the use of already existing high level infrastructures or such infrastructures that are currently under construction.
- **Urges** to extent and interlink existing Priority Projects (PP). Priority should lie on the extension of PP 1 and PP 22 via Berlin-Rostock-Copenhagen in order to connect it with the Nordic Triangle (PP 13) as part of the Core Net. The Nordic Triangle is the direct

link between Oslo, Stockholm, Copenhagen and Berlin as proposed by the current state of the methodology and thus enjoys top priority.

- **Asks** for improvement of the already existing high level infrastructures by soft measures. These measures will often be more efficient and cost-effective than the implementation of entire new infrastructures especially in the overloaded traditional “old European” corridors.
- **Supports** all activities of the ports to foster their cooperation as a South Baltic Port Area in the framework of the Motorways of the Sea as already practiced by Northern Adriatic Ports forming NAPA association. They are a growing gateway for long distance maritime traffic of strategic relevance and a possible arrival point of major axis.
- **Supports** complementary activities in the North, such as COINCO-North, in order to improve the connection of Gothenburg, Oslo and the Bothnian corridor, as well as in the South, like the South North Axis and the Transitecs Project as well as in the Southeast, like the FLAVIA Project.

Positions towards concrete investments and improvements

- **Improvements regarding ferry connections:**
Modernisation of South Baltic ferries and ferry terminals in the framework of “Motorways of the Sea”.
- **Improvements in rail infrastructure:**
Upgrade of railway lines and better connections of rail systems to the ports and to other modes in the hubs.
- **Improvements in road infrastructure:**
Elimination of “bottlenecks” by constructing new ring roads and by modernization of existing roads.

On behalf of the Scandria Project

Capital Region Berlin-Brandenburg
represented by the Joint State Planning Department Berlin-Brandenburg

Berlin, 13 September 2010