



EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION

What will demographic changes bring to BSR Accessibility?

10th Annual Forum
EU Strategy for BSR
Gdansk, 13/06/2019



EUROPEAN
REGIONAL
DEVELOPMENT
FUND



EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION

Welcome!

Thomas Erlandsson

Ministry of Enterprise and Innovation (SE)

PA TRANSPORT



EUROPEAN UNION

EUROPEAN
REGIONAL
DEVELOPMENT
FUND

Setting the Scene

Liene Stikane

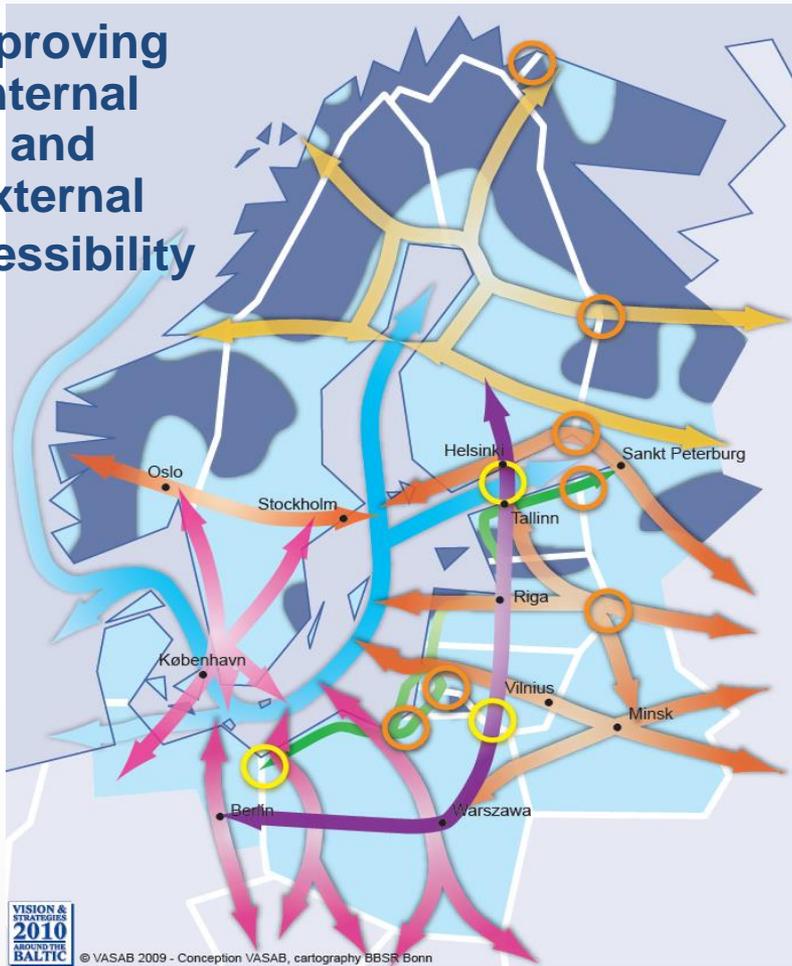
Spatial Planning Expert

VASAB Secretariat

HA Spatial Planning

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

Improving internal and external accessibility



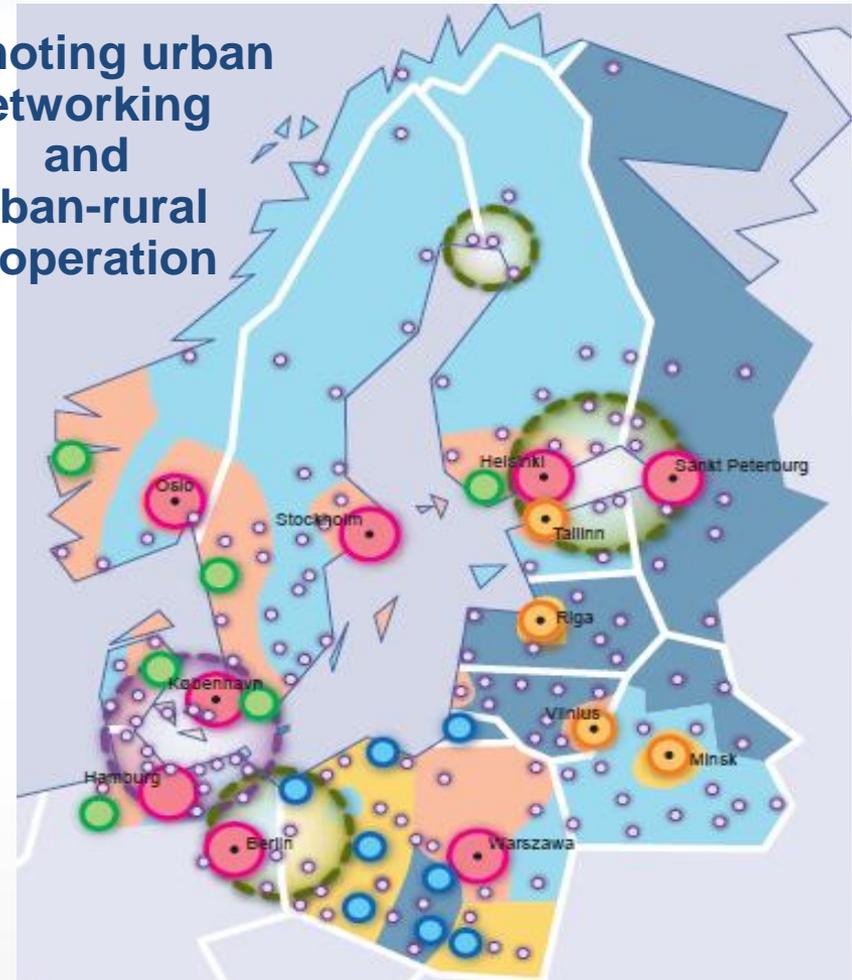
Development needs for transnational transport connections

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

Need for enhancement of cross-border links

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

Promoting urban Networking and urban-rural cooperation



Functional profile of urban regions and centres *

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

Development needs for urban-rural territories

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

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

Relevant VASAB activities

Development of Cities in the Baltic Sea Region



EUROPEAN
REGIONAL
DEVELOPMENT
FUND



Tomasz Komornicki, Klaus Spiekermann

Accessibility of the Baltic Sea Region Past and future dynamics

Draft Final Report
of the input for the corresponding VASAB publication

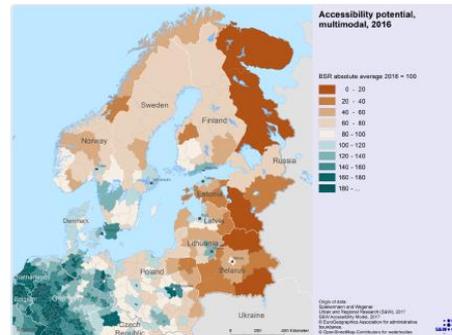


Figure 2.16 Accessibility potential, multimodal, 2016.

S&W
Spiekermann & Wegener
Urban and Regional Research
Lindemannstraße 10
D-44137 Dortmund, Germany

NSB CoRe Project
Work Package 4 "Spatial Planning for NSB CoRe Network Development"

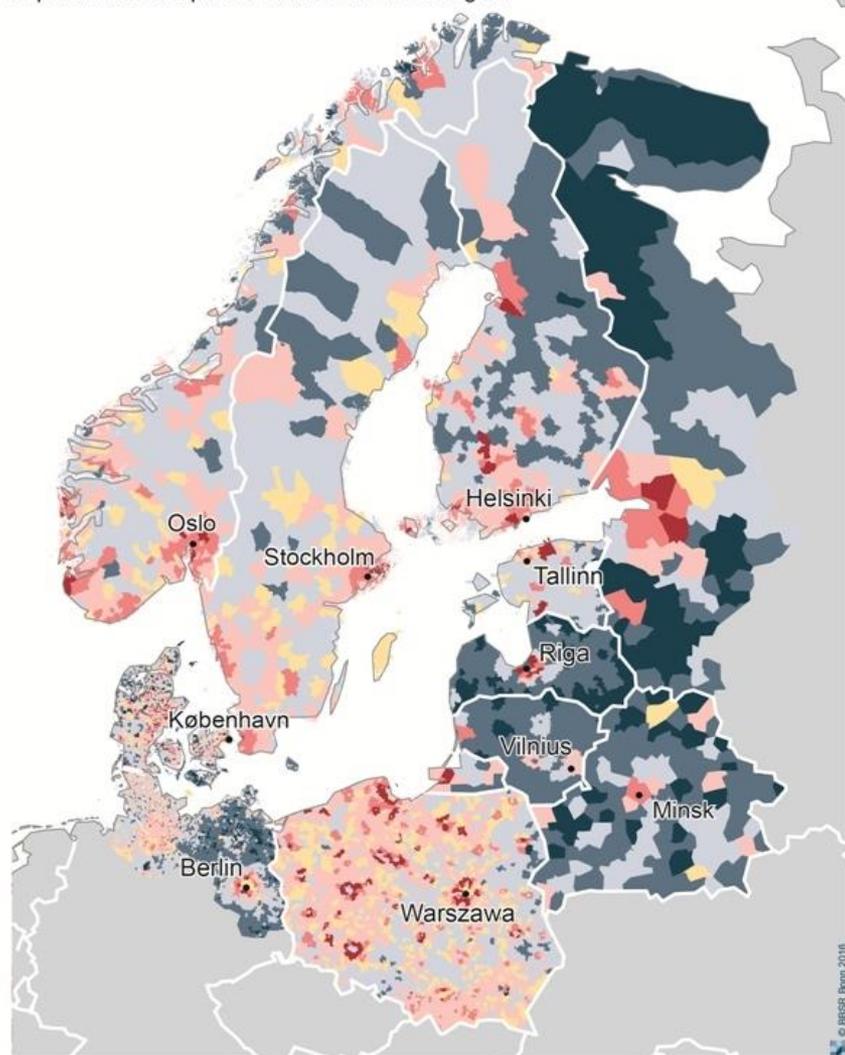
TOWARDS
Joint transnational SPATIAL VISION on regional development, logistics and mobility of the
North Sea Baltic corridor

2050
NSB CoRe - a network of connections

April 2019



Population development in the Baltic Sea Region



Average annual population development in % in Local Administrative Units LAU2**



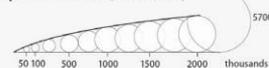
Database: Spatial Monitoring System for Europe.
Origin of data: national statistical offices
Geometric basis: GfK GeoMarketing

* Population data: 2001, 2011 censuses;
Register-based censuses: DK: 2007, 2013;
RU: 2009, 2015; BY: 2004, 2014

** Local Administrative Units: LAU2; LT: LAU1
Equivalent territorial units: LAU1 equivalents: RU, BY

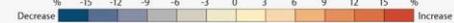


Population of cities (urban areas) *



* Map included all urban areas with population more than 100 000
(Norway, Sweden, Finland, Estonia, Latvia, Lithuania – more than 50 000)

Population change of urban areas
(percentage points between 2005-2015)



Areas with low population density

Data: own calculations using data from different sources
(latest available data from National statistics offices etc.)

Main characteristics

suburbanization and urban sprawl processes

population increase in major city regions
population decrease in peripheral cities

ageing and outmigration

Lack of modern transport infrastructure in the eastern part of the BSR.

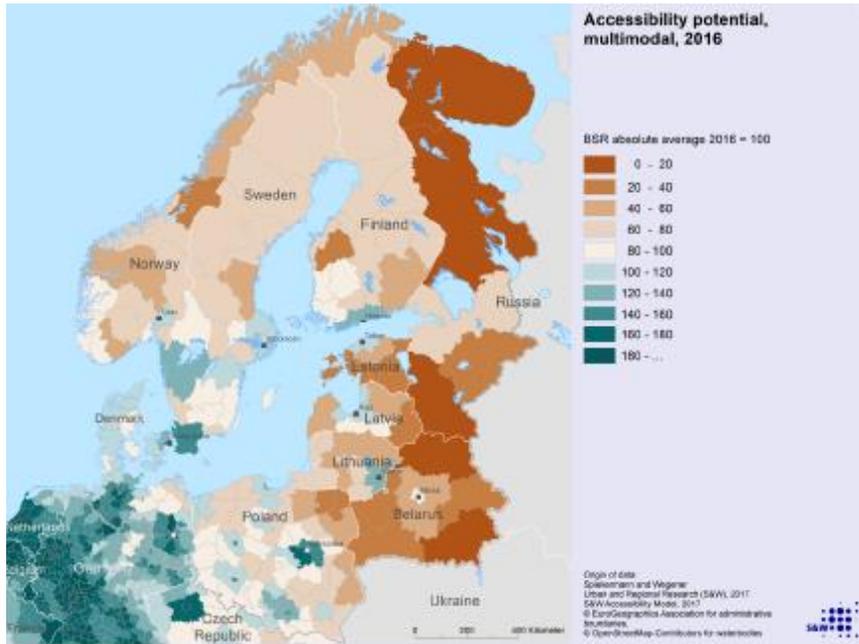
Efficient and affordable public transport systems to **reduce the risk of poverty.**

Partnerships between cities and rural areas are for bridging accessibility gaps

Importance of secondary cities

cities **provide services to surrounding areas.**

What are the accessibility patterns of BSR?



Two Major Challenges: Service of Less Populated Zones and Efficiency of Transport Systems in and around the Metropolises

The Bigger, the Closer, the Faster – the Better & Least Expensive

Further North & East – Poorer Accessibility

Urban – Rural Divide Exists: Peripheries Opposite to the Largest Centres

East – West Divide in Rail Accessibility

- Favourable Modal Changes as an Effect of Railway Investments
- Accessibility potential by rail much higher than for Road
- Substantial improvements in roads in the Eastern Part of the Baltic Sea
- Accessibility by Air – Crucial for Well Connected Capital Regions and BSR External Connectivity

It's not an Infrastructure but the Services You Put on the Infrastructure

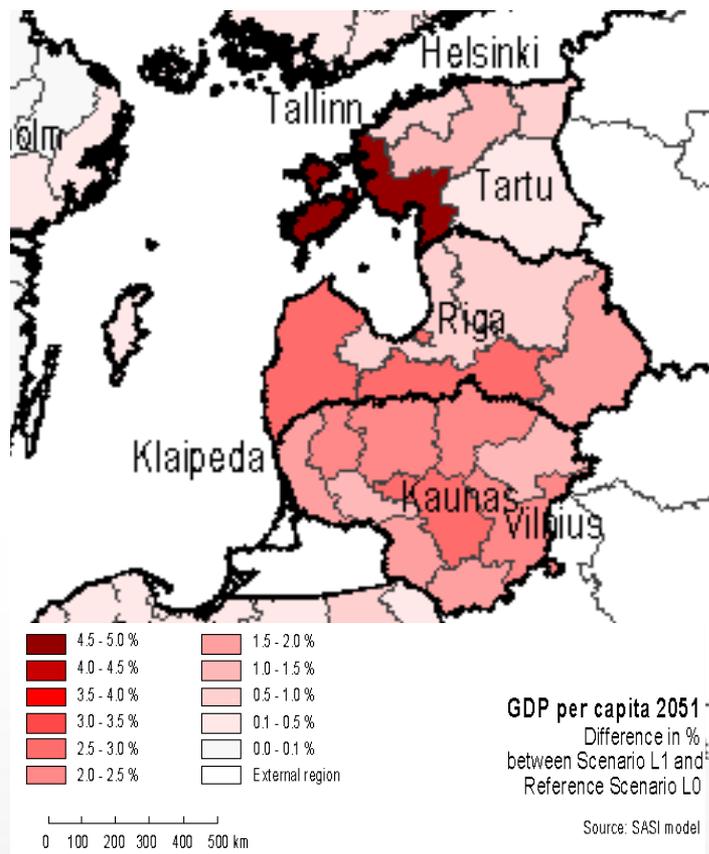
road accessibility is a pre-condition for regional development.

game changer is high-speed rail

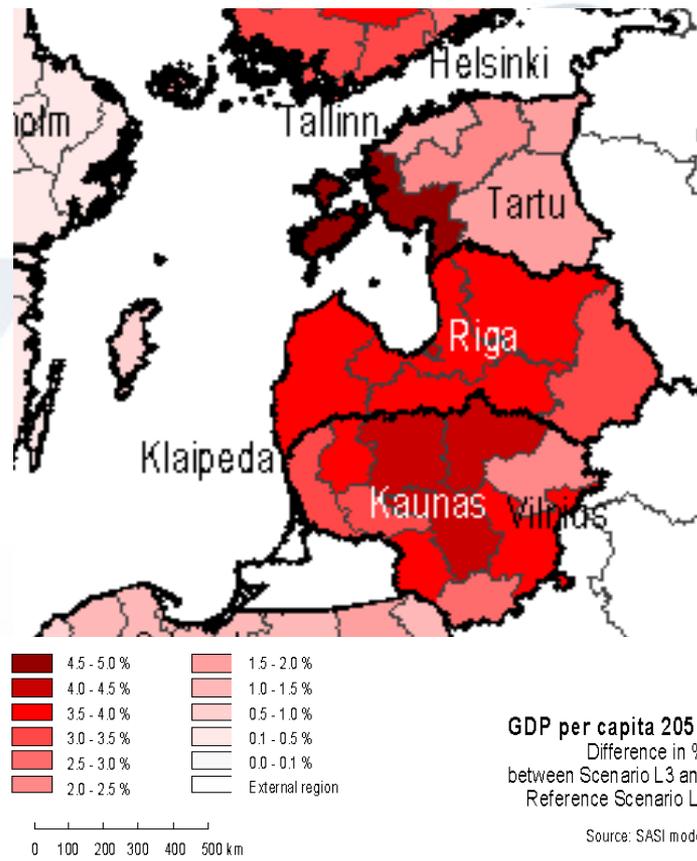
with appropriate secondary networks - **benefits also for the surrounding regions**

Transport infrastructure development is not the only and maybe not the most important issue - comprehensive strategies are needed

Importance of second level networks



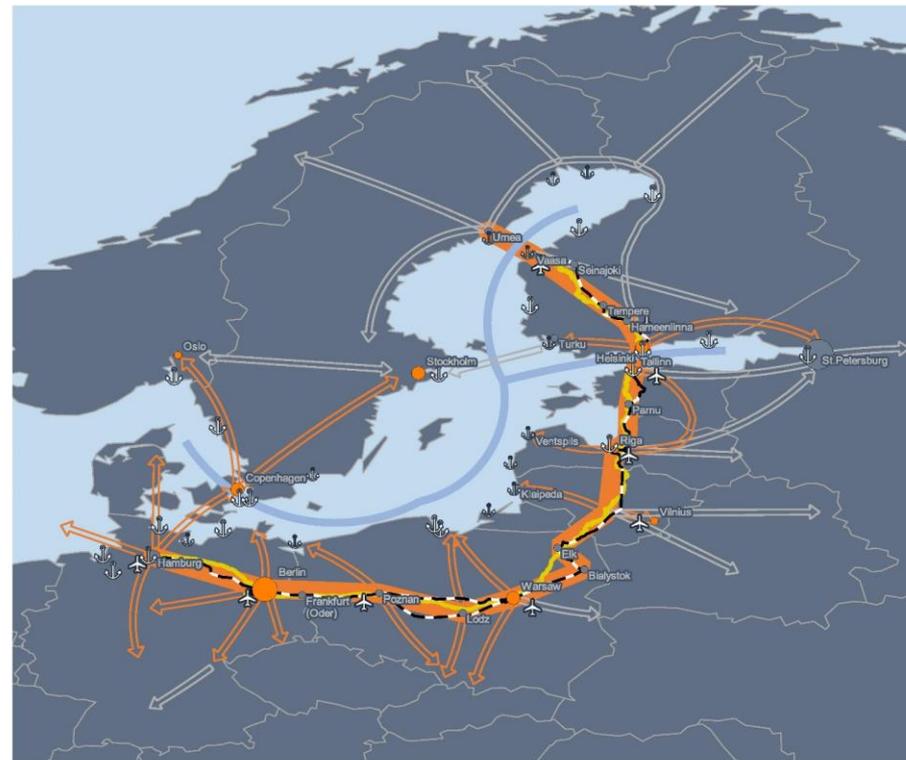
Rail Baltica implemented



TEN-T comprehensive network
implemented

NSB CoRe Project & Spatial Visioning

- *TEST transnational spatial planning,*
- *OBSERVE how this can support to bring the benefits of implementing TEN-T network to local scale*
- *FOSTER collaboration & networking along the project area*



NSB CoRe project area

- NSB CoRe corridor
- Connections to TEN-T core networks
- Further connections
- Roads
- Railways
- Motorways of the Sea
- Ports
- Airports
- Capitals
- Cities



Towards joint transnational spatial vision on regional development, logistics and mobility of NSB CoRe corridor



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

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

Apr 2016

Apr 2019

Stakeholders mapping performed to identify key organisation that need to be 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

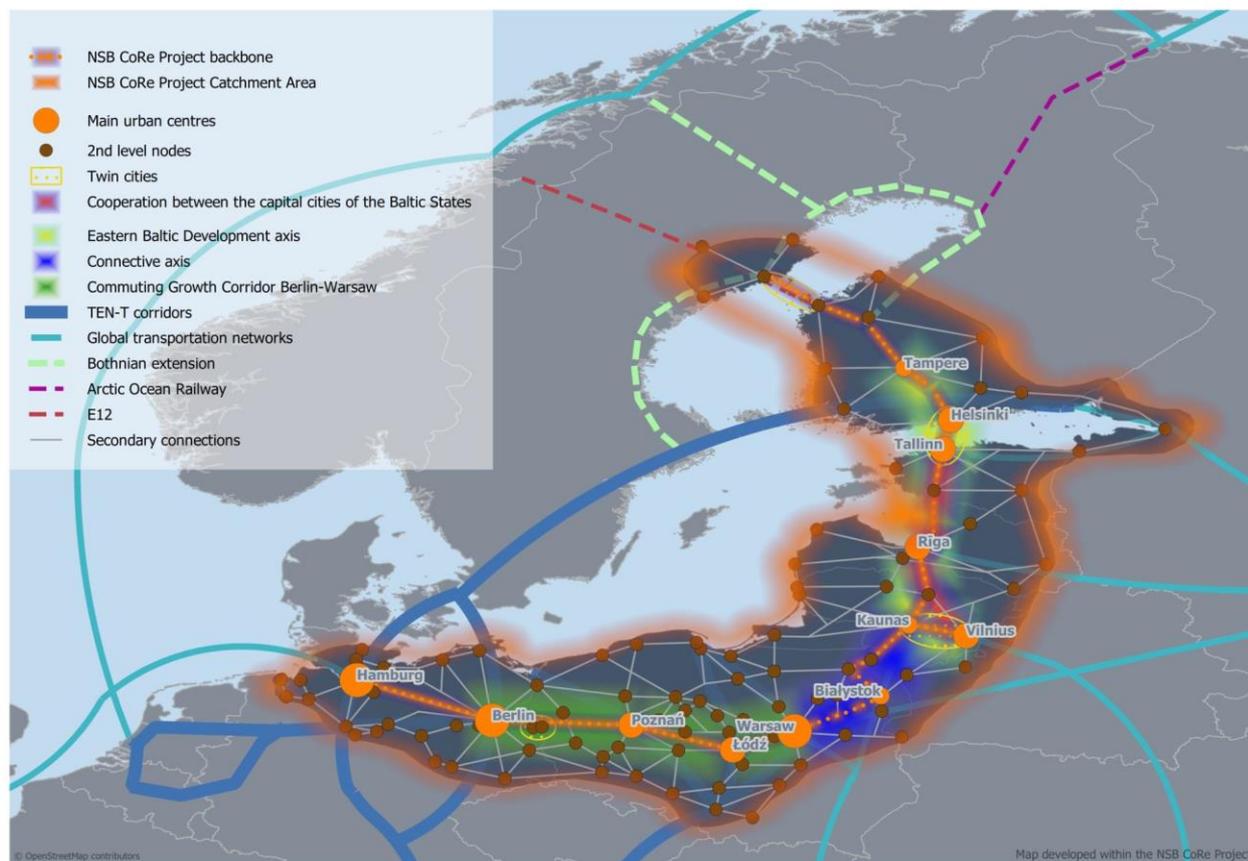
Interviews and survey of related stakeholders

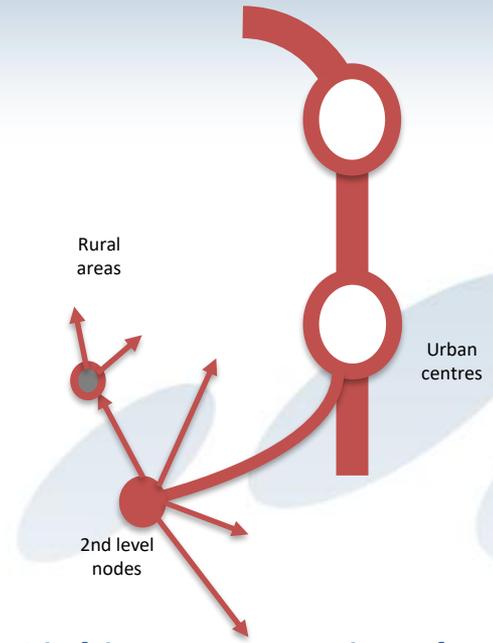
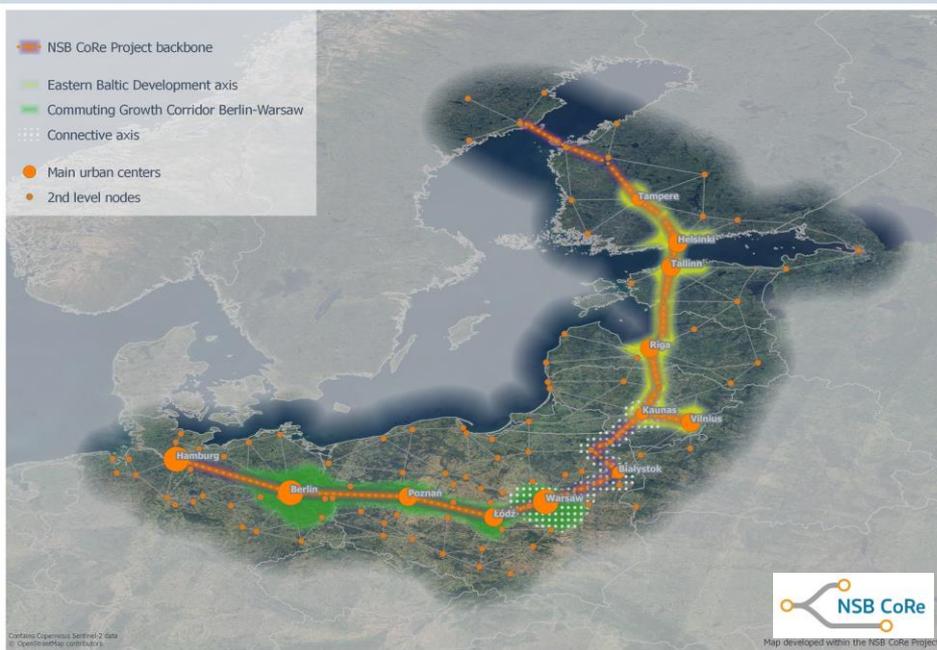
Long-term spatial perspective



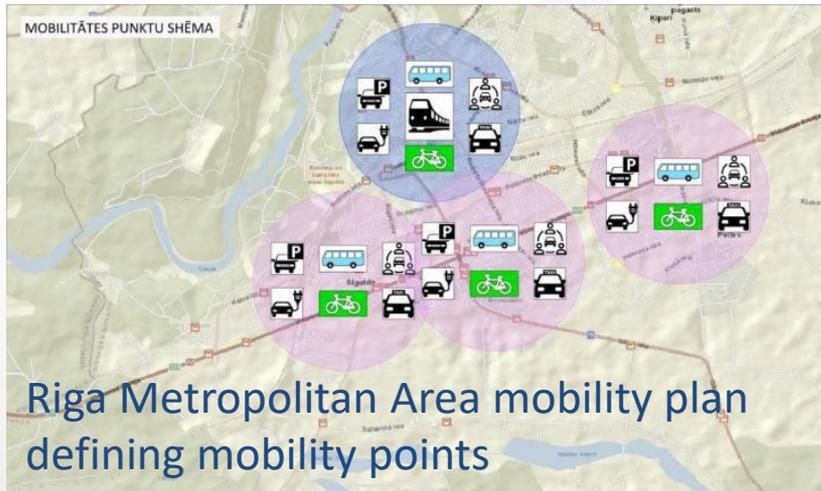
NSB CoRe – Network of Connections

- Integration and connectivity
 - NSB CoRe Backbone
 - Network of Secondary Networks
- Smart mobility
- Multilevel cooperation
- Action agenda





Linking transnational planning to local level smart mobility



Further projects developing more concrete solutions



EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION

Thank you!

10th Annual Forum
EU Strategy for BSR
Gdansk, 13/06/2019



EUROPEAN
REGIONAL
DEVELOPMENT
FUND



EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION

PITCHES

10th Annual Forum
EU Strategy for BSR
Gdansk, 13/06/2019



EUROPEAN
REGIONAL
DEVELOPMENT
FUND

Project MAMBA - transport as a challenge



**Decreased
attractiveness of life in
rural areas**

**Decreasing
and aging
population
in rural areas**

**Reduced
access to
services /
quality of life
in rural areas**

**Public
transport
difficult to
maintain**

Developing,
testing and
implementing
new mobility
concepts and
approaches in
rural areas

12 partners from 8
countries



 **Interreg**
Baltic Sea Region



EUROPEAN UNION

EUROPEAN
REGIONAL
DEVELOPMENT
FUND



EUROPEAN
REGIONAL
DEVELOPMENT
FUND

EUROPEAN UNION



CITIES & RAIL

...project is exploring how Baltic Sea Region Cities can optimise and utilise the potential of new investment in regional railroad network, including both sustainability and equality aspects of mobility.

OBJECTIVES:

- Bring representatives from different cities together and initiate joint planning including identifying potentials in a better connected region
- Bridge academia and practice, an arena for exchanging knowledge
- Highlight challenges related to equality as well as increased sustainability

40 stakeholders/4 countries





EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION

DISCUSSION

10th Annual Forum
EU Strategy for BSR
Gdansk, 13/06/2019



EUROPEAN
REGIONAL
DEVELOPMENT
FUND



EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION

CONCLUDING WORDS

Kaarin Taipale

*Board Member of Helsinki-Uusimaa Regional Council
1st Vice Chair of CPMR Baltic Sea Commission, Transport
Work Group*



EUROPEAN
REGIONAL
DEVELOPMENT
FUND



EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION

GOOD WORK!

10th Annual Forum
EU Strategy for BSR
Gdansk, 13/06/2019



EUROPEAN
REGIONAL
DEVELOPMENT
FUND