Development Green corridor in Baltic Sea Area

Dr. Algirdas Šakalys, VGTU, President of EWTC
INTRODUCTION (1)

It is evident that it is impossible to fit transport into a single country’s geographical framework. Transport is fundamentally international.

The necessity to synchronize the infrastructure development and support efficient and innovative intermodal transport services along international distribution chains and transport corridors requires new instruments for cooperation among business, research and public institutions on international level.

The concept of transport corridors is marked by a concentration of freight traffic between major hubs and by relatively long distances of transport. Along these corridors industry will be encouraged to rely on co-modality and on advanced technology in order to accommodate rising traffic volumes while promoting environmental sustainability and energy efficiency. **Green transport corridors will reflect an integrated transport concept where short sea shipping, rail, inland waterways and road complement each other to enable the choice of environmentally friendly transport.**
INTRODUCTION (2)

ASIA – EUROPE TRADE FLOWS - 552 BILLION EUR

Source: EWTCII project, 2012
INTRODUCTION (3)
EAST WEST TRAFFIC FLOWS IN THE BSR

At present, political and economic situation changed dramatically in the Baltic region. Southern Baltic Sea sub-region begin to develop ambitious plans to become an efficient segment of global trade and transportation and distributive.

Source: EWTCII, 2010
INTRODUCTION (4)

The results of the EWTC II project completed in 2012 shows, that EWTC in BSR could be efficiently used for the increase market share of the BSR transport.

The East West Transport Corridor, connecting northern Europe with Russia and Far East is an excellent platform to develop an innovative pilot testing ground where modern technology and information systems contribute to increased efficiency, traffic safety and security as well as reduced environment impact in the corridor. The corridor stands out as green transport corridor which will reflect an integrated transport concept where Short See Shipping, rail, inland water ways and road complement each other to enable the choice of environmentally friendly transport.

EWTC II project was concentrated to development of transport network and operations in southern part of BSR.
Characteristics of a green corridor include:

• Sustainable logistics solutions with documented reductions of environmental and climate impact, high safety, high quality and strong efficiency,

• Integrated logistics concepts with optimal utilisation of all transport modes, so called co-modality,

• Harmonised regulations with openness for all actors,

• A concentration of national and international freight traffic on relatively long transport routes,

• Efficient and strategically located trans-shipment points, as well as an adapted, supportive infrastructure,

• A platform for development and demonstration of innovative logistics solutions, including information systems, collaborative models and technology.”

Source: EWTCII project
The main characteristics *(By VGTU, CCITL (Lithuania)):

1. agreed green transport KPIs along corridor among partners of supply chain;
2. use of different transport modes (intermodality, co-modality) in supply chain constitution;
3. use of green transport means and technologies;
4. environmental effectiveness of operations;
5. coordinating body of GC involving main stakeholders.


**Source: the SuperGreen project, 2011 with modification of VGTU CCITL.
First steps of EWTCA

Established on the 29th June 2010

26 members - 2010

Functions

 EWTC – as an innovative instrument for management of transport corridors

- to strengthen the co-operation between transportation, logistics companies, intermodal terminal operators, shippers and consignees, national, regional and domestic authorities, science and research institutions along the EWTC;
- to initiate the simplification of procedures and documentation;
- to initiate and promote implementation of common KPI’s and services standards along EWTC (with focus on green transport);
- to disseminate best practices and modern logistics solutions;
- to support IT networks development among EWTC partners;
- to represent the associated EWTC partners in the European Commission and international transportation organizations, as well as in the national and regional authority institutions.

EWTC consists of 37 partners (business associations, transport companies, public administrative institutions, universities). Altogether – approx. 2000 companies and institutions from 13 countries (Belarus, Denmark, Kazakhstan, China, Lithuania, Mongolia, France, Belgium (EIA), Russia, Ukraine, Sweden, Slovenia and Germany).
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<tr>
<th>Forwarders, Logistics, Transport Associations (Companies)</th>
<th>EWTCA MEMBERS</th>
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<td>Asia Continental Landbridge Logistics Association Council</td>
<td>China</td>
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<td>COSCO</td>
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<td>Lithuanian Stevedoring Companies Association</td>
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<td>Berlin-Brandenburg Logistic Network</td>
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<td>Tuuchin Co. Ltd.</td>
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<td>Belarusian Association of International Forwarders</td>
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<td>JSC Rubicon</td>
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<td>BELINTERTRANS-transport-logistics center</td>
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<th>Universities and research institutions</th>
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<td>Vilnius Gediminas Technical University</td>
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<td>Wismar University of Technology</td>
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<td>NetPort.Karshamn AB</td>
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<td>Transport Economics Centre University</td>
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<td>Institute of Spatial Planning,</td>
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<td>Development and Foreign Relations</td>
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<td>Lithuanian Shipowners Association</td>
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<td>Limarko JSC</td>
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<th>Regional Administrators, Municipalities</th>
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<td>Karshamn city Municipality</td>
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<td>Baltijsk Municipal District</td>
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EWTCA MEMBERS
• Integrated logistics concepts include a long row of different services.

• Transport does not consist of only one mode, for example railway, as there is almost always the last mile delivery, usually made by trucks.

• All transport modes are included in the EWTCA Strategy, and the different modes are used where they have the best performance in the logistic chain. Most logistics chains are door-to-door and not terminal to terminal, and the last mile delivery is also an important part of the logistics chain.

• Comodality approach means the optimum utilisation of each mode where they are suitable and efficient, in all parts of the transport chains and this means that all modes are important and all modes should be utilised at their best performance level.
EFFICIENT AND STRATEGICALLY PLACED TRANS-SHIPMENT POINTS - AS WELL AS AN ADAPTED, SUPPORTIVE INFRASTRUCTURE

• Openness for all actors is a vital part of the EWTCA Strategy and the nodes have open and non-discriminatory access for all potential users and this means.

• The transshipment point are intermodal, they include at least 2 transport modes – road/rail as in the inland terminals for combined transports, or road/rail/sea as in the ferry ports or dryports and facilitate the fast and efficient shift from one transport mode to another.

• The efficiency in the transshipment point will also be measured, as there is a large potential for better efficiency in the transshipment between different modes of transports. This also concerns the economic aspects especially as regards transit times, where there is economy of scale in efficient transshipment points, strategically placed along the Transport Corridor.
Developments

- 37 members - 2013
- Introduction and promotion of EWTCA in international Forums and events (19 events in 2010-2012)
- EWTCA as a facilitator and catalyst of the interregional projects
- Research activities (EWTCA Secretariat)
  - EWTCII;
  - TransBaltic;
  - Rail Baltica Growth Corridor;
  - BELOGIC;
  - B2BLOCO;
  - eMar;
  - Bestfact

Future activities

To increase quality of cooperation

- Instrument for sharing the best practices between the EU and partner countries;
- A tool for promotion of interconnections with the EU Eastern neighbouring countries aimed at removing the barriers (with regard to both transport infrastructure and market integration aspects);
- Lead Partner for development of green corridors in BSR (flagship project) in the new Commission staff Working document (2013-2015);
- Platform for discussions on policies and reforms necessary for better market integration.
The objective of e-Maritime is to facilitate making maritime transport safer, more secure, more environmentally friendly and more competitive. For this, e-Maritime must ameliorate complexities that hinder networking of different stakeholders, help to increase automation of operational processes particularly compliance management and facilitate the streaming of synthesised information from disparate sources to assist decision making. We expect that EMar project will assist simplifying and spreading up data exchange among port community, as well as – hinterland, and will be developed on basis of KIPIS project which is implemented by Klaipeda seaport Authority.
Action Plan for the European Union Strategy for the Baltic Sea Region (February 2013 VERSION)

OBJECTIVES OF THE STRATEGY
• Save the Sea
• Connect the Region
• Increase Prosperity

PRIORITY AREAS (PA)
• 17 (including transport)

PA Transport – Improving internal and external transport links
• One of the main challenges for the Baltic Sea region’s transport system is to improve the joint planning process in the region, giving national strategic planners more opportunities to meet and learn from each other. In this process, it is crucial to have a common view of the future challenges for the transport system and to have planning tools that all countries can trust.

Actions and flagship projects
• Cooperate on national transport policies and infrastructure investments
• Improve the connections with Russia and other EU neighbouring countries
• Facilitate efficient and sustainable Baltic passenger and freight transport solutions
• Increase the role of the Baltic Sea in the transport systems of the region
Flagship projects

- **Development of green corridors network** implies an effective implementation of EU regulations, restrictions and incentives. The main aim is to make transport system efficient and effective thus reducing the external effects, emissions, noise, accidents and congestion (several green corridor projects and initiatives are currently running: COINCO North II, GreCor, the cluster of transport projects on sustainable, multimodal and green transport corridors). **Lead: East-West Transport corridor Association. Deadline: 2015.**

- **Easy Way programme** (use of intelligent transport systems for more efficient transport operations, e.g. deployment of ITS Services on TEN-T network in the Baltic Sea region in order to facilitate passenger and freight transport). **Lead: Baltic Easy Way Partners Steering Group. Deadline: to be determined.**
• EWTCA LONG-TERM ACTIONS
• EWTCA as a key driver:

- for further promotion of cooperation among the stakeholders along the Baltic – Black Sea corridor;
- for the dissemination of European good practices in freight logistics and green transport in BSR, as well as in the Eastern Neighborhood countries. In reality EWTCA is focusing its activity on three areas:
  - Baltic sea Region;
  - Development transport links between Baltic sea nd Black sea regions;
  - And testing transport routes between Far East (including China) and Europe.

• EWTCA SHORT-TERM ACTION
- Establishment of international research center
Invitation to Euro-Asia Economic Forum (EAEF) 2013

Theme: From Concrete Collaborations to Common Prosperity

Time: September 26-28, 2013

Venue: Xi’an Qujiang International Conference Center, China

Website: http://www.euroasiaforum.org/

Dear Honorable Algirdas Šakalytė,

With the support of Shanghai Cooperation Organization (SCO), 19 Chinese Ministries, and approximately 20 overseas and domestic NGOs, hosted by the Xi’an Municipal Government, Euro-Asia Economic Forum (EAEF) 2013 will be held at Xi’an Qujiang International Conference Center, China during September 26-29, 2013. And the theme of the forum is “From Concrete Collaborations to Common Prosperity”. On behalf of the Executive Committee Office, we cordially invite you to be one of the Distinguished Speakers in the field of Asia-Europe Continental Bridge Logistics Partnership and Modern Service Industries at the EAEF 2013.

Initiated and promoted by the SCO member states, and with approval of Chinese government, Euro-Asia Economic Forum is designed to be a high-level international conference geared to the needs of the vast Eurasian region. Since it was launched in 2005, three editions of the forum have been so far successfully convened. Mr. Wu Bangguo, Chairman of China’s National People’s Congress, Mr. Jia Qinglin, Chairman of the National Committee of the Chinese People’s Political Consultative Conference, Mr. Xi Jinping, Current Chinese President, and leaders of other Eurasian countries once attended the forum and delivered speeches successively.
National Security Faculty – is an education and research department of the Russian presidential Academy of National Economy and Public Administration that provides training for higher and middle-level government specialist in the field of national security and foreign policy of Russian Federation.

The main objective of the Faculty – is facilitating for increasing of the level and effectiveness of the country’s national interests, ensure the stability and sustainability of socio-economic development, strengthening of internal and international security in global aspects.

In order to expand the activities of the Faculty and enhance the competence and qualifications in preparation of personnel, collaboration in research and application area, exchange of information and participation in joint programs and projects, we ask you, in accordance with the statutes of EWTC, consider joining of National Security Faculty of the Russian presidential Academy of National Economy and Public Administration, to East-West Transport Corridor Association.

With best regards,

Dean of the National Security Faculty
Russian presidential Academy of National Economy and Public Administration

Smutki S.V.
Instead of conclusions invitation for prolongation
dialogue on green transport development

Agenda of flagship project “Green corridor network development in BSR ” kick-off
meeting on 19th June 2013
Venue: Lithuanian Railways, Mindaugo Gatvė 12, Vilnius, Lithuania
From 13.00 to 15.30

13.00 – 13.15 Introduction by Algirdas Šakalys, EWTCA (flagship Lead partner)
13.15 – 14.15 Information on running projects and clusters in BSR (related with green corridors):
   • EWTC (EWTCA as developer of EWTC)
   • COINCO North II
   • GreCOR Project
   • TransGvernanace - presentation of WP5 working plan
   • RBGC –final outcomes
   • Others.

14.15 – 14.30 Coffee break
14.30 – 15.15 Discussion on establishment coordinating network of green transport projects: activity plan, next steps.
15.15 – 15.30 Concluding remarks
Thank you for your attention