

## APPROVED PROJECT OVERVIEW & SUMMARIES

### 2nd call - Priority 2 projects

Area of Support	Project Acronym	Project title	Lead Partner country	Lead Partner institution	Approx. project total budget, Euro
2.1	<b>Baltic Biogas Bus</b>	Increase the use of biogas buses in public transport to reduce the emissions in urban areas in the Baltic Sea Region	Sweden	Stockholm Public Transport Company	4,173,254.97
2.1	<b>SCANDRIA</b>	Scandinavian-Adriatic Corridor for Growth and Innovation	Germany	Joint State Planning Department repr. the capital region Berlin-Brandenburg	3,784,500.00
2.1	<b>TransBaltic</b>	Towards an integrated transport system in the Baltic Sea Region	Sweden	Region Skåne	5,491,678.00
2.1	<b>EWTC II</b>	East West Transport Corridor II - a green corridor concept within the Northern Transport Axis approach	Sweden	Region Blekinge	5,999,200.00
2.1	<b>C.A.S.H</b>	Connecting Authorities for Safer Heavy Goods Traffic in the Baltic Sea Region	Finland	Turku School of Economics	3,388,266.00

## Priority 2: Internal and external accessibility

<b>Project acronym:</b>	<b>Baltic Biogas Bus</b>
<b>Project title:</b>	Increase the use of biogas buses in public transport to reduce the emissions in urban areas in the Baltic Sea Region
<b>Area of support:</b>	2.1. Transport
<b>Lead Partner:</b>	Stockholm Public Transport Company, Sweden
<b>Number of partners:</b>	12
<b>Summarised description of the project:</b>	<p>Extended use of biogas for city buses will lower emissions, improve inner city air quality and strengthen the role of public transport in an efficient strategy to limit the impact from traffic on climate change. This three year project will stimulate cities and regions around the Baltic Sea to use biogas driven buses. The project will generate strategies and policies to introduce biogas as well as analyse necessary measures in biogas production, distribution and bus operations. Activities will be executed to facilitate further expansion. Partners in the Baltic Sea Region will form a show room to demonstrate a sustainable transport system with the potential to reach the EU's climate goals. The group of partners involved represents most of the countries within the Baltic Sea Region (BSR). The partnership offers an ideal platform for dissemination of knowledge, experience and technology. A broad set of associated organisations in each country will reinforce the processes of information. Through the pan-Baltic network the partners will obtain a better position to negotiate with infrastructure and bus suppliers and at the same time raise the visibility of biogas buses. Dependency on fossil fuels has tempered the interest for investment in new energy technologies, which makes public intervention to support energy innovation both necessary and justified. To make 2nd generation biofuels competitive to fossil fuels is a challenge – and biogas is the only commercially available 2nd generation biofuel.</p> <p>The Baltic Biogas Bus project aims to present cost effective solutions on biogas production as well as distribution and use in buses. The monitoring of economic and environmental impacts will demonstrate a renewable fuel for transport with excellent environmental performance. Efficient use of biogas buses depends on a process with several steps: production from biodegradable materials (waste, sewage sludge and landfill gas) including purification to get a gaseous fuel (biomethane) for vehicles and distribution, either by trailer or in pipelines. Since the characteristics of biogas are similar to natural gas it is possible to inject cleaned biogas into the natural gas grid, so creating a cost effective solution. Handling of biogas at the bus depots includes creating an optimal refuelling system: a fast filling system that fuels the bus as quick as diesel would be fuelled or a slow filling system fuelling the bus over night. The knowledge and experience from the project will form a bridge into the next generation of renewable fuels involving hydrogen. Consequently the project will analyse positive synergies in mixing biogas with hydrogen to get the most out of both renewable fuels.</p>
<b>Financial resources:</b>	All amounts in EUR
<b>ERDF funding:</b>	2,716,721.26
<b>Norway funding:</b>	360,843.87
<b>ENPI funding:</b>	-
<b>Total project budget:</b>	4,173,254.97
<b>Total project duration:</b>	42 months

## Priority 2: Internal and external accessibility

<b>Project acronym:</b>	<b>SCANDRIA</b>
<b>Project title:</b>	Scandinavian-Adriatic Corridor for Growth and Innovation
<b>Area of support:</b>	2.1. Transport
<b>Lead Partner:</b>	Joint State Planning Department repr. the capital region Berlin-Brandenburg , Germany
<b>Number of partners:</b>	19

### Summarised description of the project:

SCANDRIA contributes to efficient transport and logistic solutions as described in the Action Plan for the EU Baltic Sea Strategy linking "the Baltic Sea to the Adriatic through a corridor involving transport infrastructures and growth and innovation poles". Reaching from the Nordic Triangle via the Öresund region, Mecklenburg-Vorpommern to the capital region Berlin-Brandenburg it complements North-South and East-West transport links as developed within the twin project SoNorA for the Central European space. In the corridor described, SCANDRIA will reduce travel times between major cities, establish efficient and multimodal logistic chains and upgrade the attractiveness of the corridor regions for industries and services. Main objective is to increase the infrastructural efficiency for passengers and freight and to improve the accessibility of regional economic potentials. By activating new value-added chains innovative, process-optimised logistic solutions shall be developed. The corridor is the shortest connection between the Baltic Sea Region and the Adriatic region. The potentials have not yet been used completely due to a historically caused cultural, economic and political heterogeneity.

SCANDRIA shall push forward European cohesion by infrastructural, regional-economic and political measures. SCANDRIA will develop goods and passenger flows via efficient intermodal nodes and modern rail resp. road networks to meet increased demands of a "Green Transport Corridor".

The project concentrates on three thematic work packages:

- 1. QUALITY OF TRANSPORT INFRASTRUCTURES (WP 3)** Case and feasibility studies investigate the capability of rail and road connections for passengers and freight and will be added up with important transnational transport nodes and development locations. ITS solutions are tested as well as the use of renewable energies for reducing greenhouse gas emissions. All investigations will be summed up in a "SCANDRIA Investment Strategy".
- 2. INNOVATIVE LOGISTIC SOLUTIONS (WP 4)** In the frame of SCANDRIA "Logistic Business Development Strategies" several business cases for logistic offers will be elaborated and tested like new product chains and multimodal block train solutions. A marketing campaign shall support the logistic offers.
- 3. COMMON STRATEGY OF CORRIDOR FUNCTIONALITY (WP 5, supported by WP 2).**

All aspects of SCANDRIA transport corridor development with regard of Trans-European Transport networks shall be put into concrete terms in the "Action Programme on the Development of the SCANDRIA Corridor". It shall include long-term scenarios following economic needs and be harmonised at political level. It shall be developed with the economic, scientific and political stakeholders (Triple Helix) and communicated through a "Multimedia Communication Strategy". The project approach involves pre-works by the INTERREG IIIB project COINCO and is harmonised with the Interreg IVB projects TransBaltic and EWTC II.

<b>Financial resources:</b>	All amounts in EUR
<b>ERDF funding:</b>	2,808,375.00
<b>Norway funding:</b>	20,000.00
<b>ENPI funding:</b>	-
<b>Total project budget:</b>	3,784,500.00
<b>Total project duration:</b>	42 months

## Priority 2: Internal and external accessibility

<b>Project acronym:</b>	<b>TransBaltic</b>
<b>Project title:</b>	Towards an integrated transport system in the Baltic Sea Region
<b>Area of support:</b>	2.1. Transport
<b>Lead Partner:</b>	Region Skåne, Sweden
<b>Number of partners:</b>	21
<b>Summarised description of the project:</b>	<p>The overall project objective is to provide regional level incentives for integration of transport patterns and networks in the BSR, as stipulated by the EU Strategy for the Baltic Sea region, by means of joint transport development measures and jointly implemented business concepts. While the national authorities intend to take actions to harmonise the infrastructure planning within the BSR, the regional level stakeholders see a need to complement this process by providing a sustainable regional growth perspective of the harmonisation efforts. Furthermore, in light of increasing transport flows across the BSR it is urgent to propose regional level incentives how to turn the opportunity of enhancing the BSR gateway function in serving these flows into the strength. TransBaltic is based on outcomes of completed transnational transport projects in the BSR and several pan-Baltic initiatives, but will structure them into one framework and upgrade by selected pilot business actions.</p> <p>The project will among all:</p> <ul style="list-style-type: none"> <li>• develop a decision support basis for regional and national investments in transport corridors across the BSR by means of corridor-scaled pan-Baltic traffic forecasts and scenarios;</li> <li>• prepare a regional action plan with measures needed to enhance the transport gateway function of the BSR from the sustainable regional development perspective;</li> <li>• implement business concepts in the transport field and generalise the findings at the BSR level in form of the BSR transport blueprints;</li> <li>• provide an umbrella framework and create synergies between individual transnational transport projects and pan-Baltic transport development concepts by arranging debates and agreeing on necessary horizontal measures in shaping an integrated transport system in the BSR. Through this the project will intend to contribute to the implementation of the EU Baltic Sea Strategy and EU transport and cohesion policies.</li> </ul> <p>TransBaltic is a strategic BSR-wide project partnered by several regional authorities, transport and logistics-related research institutions, transport operators, logistics associations and pan-Baltic organisations, including CMPR Baltic Sea Commission, CMPR North Sea Commission, BSSSC, BCCA, BDF and BPO. It has also gained support from several national transport ministries. In addition, TransBaltic envisages to run an intensive dialogue with state level authorities and private stakeholders in order to adjust the actions and outcomes to needs and expectations of transport decision-makers, operators and users around the Baltic Sea.</p>
<b>Financial resources:</b>	All amounts in EUR
<b>ERDF funding:</b>	4,037,419.30
<b>Norway funding:</b>	133,290.00
<b>ENPI funding:</b>	-
<b>Total project budget:</b>	5,491,678.00
<b>Total project duration:</b>	42 months

## Priority 2: Internal and external accessibility

<b>Project acronym:</b>	<b>EWTC II</b>
<b>Project title:</b>	East West Transport Corridor II - a green corridor concept within the Northern Transport Axis approach
<b>Area of support:</b>	2.1. Transport
<b>Lead Partner:</b>	Region Blekinge, Sweden
<b>Number of partners:</b>	31
<b>Summarised description of the project:</b>	<p>The East West Transport Corridor (EWTC) links Minsk, Vilnius, Klaipeda/Kaliningrad with Denmark (Esbjerg) via south Sweden and with Germany via Sassnitz. It includes several TEN-T ports, road and railway links, parts of the Nordic Triangle and Corridor IX B/D in Lithuania/Kaliningrad region. The EWTC is also part of the Northern Transport Axis. The growing traffic in the EWTC and its potential to become an important east-west trade route between EU, Russia, Belarus and Far East requires attention. The efficiency is hampered by several hindrances as e.g. lack of facilities in the hubs, quality of port-hinterland connections, low level of intermodal &amp; ITS services.</p> <p>EWTC II is a follow up to the EWTC project completed in 2007 (<a href="http://www.eastwesttc.org">www.eastwesttc.org</a>). The objective is to use the experiences from EWTC I and implement parts of the EWTC Action Plan. The EWTC II project intends to develop the hubs as growth centres, strengthen railway concepts, improve accesses to hubs and increase human capabilities. The ambition is also to develop an innovative testing ground for a green corridor concept as described in the EU "Freight Logistics Action Plan" that could serve as a best practise case in the European perspective. It includes deployment of advanced ITS services as well as development and testing of an information broker system. The long term goal is to develop the EWTC to an efficient 'green' transport corridor able to match European policies and market demands for growing freight transport. The project is composed of 6 WP's dedicated to various aspects of the green corridor development, resulting in an EWTC Green Corridor Action Plan, guidelines, feasibility studies and design plans for concrete infrastructure improvements, a number of business plans and concepts, ICT-based tools and business plans as well as education programmes. A durable network of stakeholders, the EWTC Association, will be developed. Further, the project has ambition to unlock some rail and maritime transport investments based on studies and designs envisaged in the project lifetime. EWTC II plans to secure political support for the process towards the green corridor status and that the whole EWTC should become a part of the TEN-T network extended to Russia (Northern Axis) and Belarus. The partnership coming from Denmark, Sweden, Lithuania, Germany and Belarus reflects a cross-sector approach with strong commitment from national, regional and local authorities, ports, universities and private stakeholders. Russian partners from Kaliningrad Oblast are integrated in the project partly funded by some ERDF funds. The EWTC has political support from the national transport ministries in Sweden, Denmark, Lithuania and Mecklenburg/V and from Euroregion Baltic.</p>
<b>Financial resources:</b>	All amounts in EUR
<b>ERDF funding:</b>	4,528,400.00
<b>Norway funding:</b>	-
<b>ENPI funding:</b>	144,000.00
<b>Total project budget:</b>	5,999,200.00
<b>Total project duration:</b>	42 months

## Priority 2: Internal and external accessibility

<b>Project acronym:</b>	<b>C.A.S.H</b>
<b>Project title:</b>	Connecting Authorities for Safer Heavy Goods Traffic in the Baltic Sea Region
<b>Area of support:</b>	2.1. Transport
<b>Lead Partner:</b>	Turku School of Economics, Finland
<b>Number of partners:</b>	14
<b>Summarised description of the project:</b>	<p>13,361 road fatalities occurred in 2007 in the BSR. 10 percent of these are caused by an accident involving heavy vehicle. The problem C.A.S.H. addresses is traffic safety of Heavy Goods Vehicles (HGV's), including Dangerous Goods (DG) and oversized transport in international traffic in each of the participating countries/regions. Although EU legislation on HGV and DG transport is being harmonised at the European level, the implementation and interpretation of existing regulations as well as the operating procedures varies substantially between countries. This is very much the case also in the BSR. C.A.S.H. aims at connecting the proper authorities across borders and creating co-operation and dialogue between them in order to improve and promote safer border-crossing HGV. The main emphasis is on road transport, but some port/maritime (much of border crossing HGV traffic is by ro-ro vessels) and border officials (e.g. to Russia) will also be involved.</p> <p>C.A.S.H. focuses on three main themes:</p> <ol style="list-style-type: none"> <li>(1) harmonising training requirements of HGV and DG inspection officials in the Baltic Sea region in WP3;</li> <li>(2) enhancing cooperation between authorities involved in safety of border-crossing Heavy Goods Vehicle (HGV), Dangerous Goods (DG) and oversize transport in WP4; and</li> <li>(3) testing state-of-the-art safety and security equipment and IT systems to be used by relevant authorities in WP5.</li> </ol> <p>The main expected outcome of the project is improved and enhanced co-operation between authorities involved in safety of border-crossing Heavy Goods Vehicle and Dangerous Goods Transport. Ultimately this will lead to less accidents, and consequently, less people injured or dead in HGV related road traffic. Inspection officials in the BSR enjoy harmonised training on how to monitor, inspect and secure HGV and DG transport and are applying the same standards and methods when inspecting HGV's and DG transports across the BSR. Also the end-users, i.e. shippers and transport companies of goods across the BSR and beyond will benefit from the results. Faster and more uniform inspections will reduce costs of transport which is in the interest of all European Union citizens, and help create a level playing field for carriers complying with the rules. An additional outcome will also be better cooperation in HGV related crime prevention in the BSR, thus improving security.</p>
<b>Financial resources:</b>	All amounts in EUR
<b>ERDF funding:</b>	2,327,308.10
<b>Norway funding:</b>	203,000.00
<b>ENPI funding:</b>	-
<b>Total project budget:</b>	3,388,266.00
<b>Total project duration:</b>	42 months