

№	Название проекта	Российские участники	Наличие финансирования TACIS или ранг (номер) в резервном списке	Summary
2	<b>City-hinterland cooperation as motor for regional development in the SE-Baltic – SEBco</b>	<ul style="list-style-type: none"> <li>▪ Kaliningrad Oblast Administration</li> <li>▪ Immanuel Kant State University of Russia</li> </ul>	+	<p>The project's background is the lagging-behind development of large regions in SE-BSR which are hidden in the economic, transport-geographic and political "development shadow" of the national metropolises, at the same time tormented by selective migration processes and a weak transport system. This challenge was underlined by BSR Ministers responsible for Spatial Planning and Development in their Wismar Declaration of 2001, and it was the motivation for IR3B 'South Baltic Arc' (2002-2005). Although that project was unable to change the macro-economic setting (which is hardly possible for any IR3B project), it paved the way for solving some serious problems. Even more important, the regions' heads from DE, PL and RU made a firm commitment in Gdansk 2004 for further transnational cooperation on urgent development issues. A distinct feature of the SE-BSR is the potential of medium-sized centres as growth poles. Under the current circumstances however, they are constantly losing functions and population, and a turn-around of this vicious circle is not in sight. This is a clear transnational challenge, closely related to polycentric development objectives. Following the principle of subsidiarity, these medium-sized centres have to rely on their own resources. Taking the limited financial and human capacities as they are, this means to co-operate with surrounding municipalities and with complementing partners abroad. This is where the project steps in: The overall project objective is to mobilise the endogenous potential of medium-sized cities by initiating inter-municipal and international cooperation processes in those fields which have a certain leverage effect and which lie within the competence of municipal and regional stakeholders. On the operational level, this means (1) to initiate new city-suburban alliances for the concertation of services of general public interest and of land-use planning, (2) to initiate inter-municipal planning processes for specific industrial areas, (3) to prepare complex revitalisation measures for neglected secondary railway infrastructure and for bottlenecks preventing proper external relations of medium-sized centres, and (4) to raise the ability of SME in and around medium-sized centres to establish transnational chains of production. All these activities will (5) be executed according to the international state-of-art, and transferable recommendations will be generated and disseminated. The project is obviously targeted at those who are responsible for tackling the challenge described above, i.e. administrations of medium-sized cities and their surrounding municipalities, regional administrations, SME support institutions and to the interested public in the fields of spatial planning and regional development.</p>
8	<b>HINTERLAND</b>	▪ Karelian Research Centre of	+	The BSR is characterised by various Hinterland areas in a distance of 50 km and

	<p><b>potentials for a spatial development under the aspects of decline</b></p> <ul style="list-style-type: none"> <li>▪</li> </ul>	<p>the Russian Academy of Science</p> <ul style="list-style-type: none"> <li>▪ The Pskov regional Administration, the Committee for the Local Self-Governing</li> </ul>		<p>more to coastal zones and to metropolitan areas and larger cities. Most of these Hinterland areas suffer from a long-term decline in population, Europe has not experienced for hundreds of years. Decreasing demand of employment in agriculture and in lesser competitive SME structures with an increasing mobility makes people move away from Hinterlands, leading to lesser active and over-aged population, lesser economic and social activities and waste of houses and infrastructure. This process might create a "downward spiral" accelerating and combining several decline processes with waste areas, loss of central functions in neighbouring towns and decreasing attractiveness and competitiveness of whole regions. The project aims to manage the process of decline in the Hinterland region by modern, innovative spatial development approaches. Decline has to be organised even where no or only few potentials can be found or expected, affecting a stronger consciousness about decline and its long-term character. Also stronger potentials with effects on stabilisation or even slight growth must be found, bundled and mobilised most effectively - using bridges to neighbouring "Vorderland" regions for wider co-operations. With the enhancement of knowledge about the facets of decline and with the scientific support the project partners will be able to develop local/regional foresights and specific development strategies for future settlement structures, rural-urban business relations, transport and infrastructure matters as well as landscape and agriculture aspects, and apply them in their pilot activities. The Hinterland Transnational Network will accompany this process and sustain close co-operation with the European and BSR development visions and policies. It will also create an inter-regional concept underlining the specific facets of decline experienced by different partners. Hinterland project partners areas are characterised by decline in started or already advanced stadium. The scope of the decline of the inhabitants number since last 3 - 5 years is -2% to -7%. The forecasts for the next 15 years expect -5% to -43% additional. Complementing the local and regional partners Hinterland will have strong support and control by other key experts - partners like universities, planning and development institutions and Vorderland linking authorities. So a Hinterland triangle partnership between local authorities - regional co-ordinators - decline experts builds on strong horizontal and vertical cooperation in spatial planning and development. Also the project partners involves more than 100 villages in the whole BSR where will implement best practice pilots.</p>
11	<p><b>VBN InnoReg - Strengthening Via Baltica Nordica Macro-Region through Transnational Cooperation for Regional Innovation Promotion</b></p>	<p>St. Petersburg State Polytechnic University</p>	<p>—</p>	<p>European regional economies are as a rule challenged by globalisation and its effects. Key factors for enhancing competitiveness and economic performance in the regions are provision of stimulating innovation framework with effective collaboration between regional authorities, universities, technology centres and enterprises as well as strong international networking.</p> <p>Strengthening regional innovation systems (RIS) in close transnational collaboration between regions sharing this challenge provides the regions with a powerful tool for effective utilization of local strengths as well as benefiting from international experience in their innovation promotion efforts.</p>

				<p>VBN InnoReg – Strengthening Via Baltica Nordica Macro-Region through Transnational Cooperation for Regional Innovation Promotion project is an outcome of cooperation between regions in the Via Baltica Nordica corridor sharing similar challenges in promoting innovation system development in regional level following principles of the EU Lisbon/Gothenburg Strategy. Project partners share interests to strengthen regional dimension of innovation policy taking into account the distinctiveness, unique circumstances, social and economic characteristics of the VBN macro-region to improve innovation capacity. As a cross cutting issue, the project partners are challenged by need to develop an encouraging innovation environment and limate attracting investments in regional level.</p> <p>This two-year project is designed to strengthen coherence in the VBN zone through development of joint approach to innovation promotion and exchange of experiences and lessons learnt in regional actions to improve innovation performance. Project activities are focused to facilitate capacity building of key RIS actors through assessment of the existing innovation framework, needs-based training and consultancy both in regional and local level. Innovation promotion tools and concepts will be developed and piloted.</p>
12	<p><b>A.S.A.P. - Efficient Administrative Structures as a Prerequisite for Successful Economic and Social Development of Rural Areas in Demographic Transition</b></p>	<ul style="list-style-type: none"> <li>▪ Economic Development Committee of the Leningrad region</li> <li>▪ Institute of Improvement of Professional Skills a. Retraining</li> <li>▪ St. Petersburg Organization Ecology and Business</li> <li>▪ Farmers Union of Leningrad Region and St. Petersburg</li> <li>▪ IPO Association for Assistance of Field Experiments and Investigation</li> <li>▪ Education Institute Academy of Management and Agribusiness NC of Russian Federation</li> <li>▪ Petrozavodsk City Administration</li> </ul>	+	<p>Due to their generally lower economic potentials, rural areas are especially dependent on effective public sector strategies in order to safeguard econ. and social development. A basic prerequisite for this are efficient adm. structures at the reg. and local level, which are capable of creating and implementing adjusted policies. Three parallel processes represent an important background in this context, (1) the utilisation of advanced forms of ICT for organising pol. and adm. processes and providing services for the citizens, (2) demographic transition (population decrease, ageing of population) that creates new demands for citizen-related infrastr. provision but also creates new potentials for the local economy, and (3) increased effort to involve universities in reg. dev. processes ("third task"). There is both a need and opportunity with regard to rural areas to tackle these subjects in an integrated way. The project originates in the ongoing processes of adm. reform in the participating countries, where key players identified a need for transn. exchange of experience and "learning-by-doing" pilot action based on such in order to find and implement effective, efficient, and integrated solutions and strategies especially for rural areas in demogr. transition. The project promotes an rural perspective and integrated approach to these subjects, by combining the transn. exchange of exper. and developm. of new solutions in adm. reform (WP 1) with 3 further thematic fields (WP 2: Utilising ICT for democratic decision-making and citizen-friendly adm.; WP 3: Strategies for meeting demogr. change in sparsely populated areas, WP 4: Universities' "third task": Promoting university-region dynamic interaction). WP 5 serves as an umbrella, focussing on synergies between the subjects of WP 1-4 and promoting an integrative . Besides The central objectives are (1) to create a transn. platform for exch. of experience on admin. reform, linking the discussions in the national arenas, taking the most of already available experiences; (2) to strengthen the consideration of opportunities and needs arising from the parallel processes of utilising ICT for pol. and adm. processes, demogr. change, and universities' third</p>

				task in adm. reforms, (3) to create new best practices and to develop innovative solutions for the mentioned subjects. As a result, the consideration of specific demands of rural areas reg. capacity building and empowerment of local and reg. authorities in the national debates on adm. reforms is strengthened and, on the basis, a contribution to spatial cohesion in the respective regions + countries as well as the BSR as a whole be made.
15	<b>Developing Regions through Spatial Planning and Logistics &amp; ICT Competence - LogOn Baltic</b>	<ul style="list-style-type: none"> <li>▪ Saint Petersburg Government Committee of Transport-Transit Policy</li> <li>▪ North Western Russia Logistics Development and Information Center ILOT</li> <li>▪ Non-profit training and research center of adult education "Protey"</li> </ul>	+	<p>The pace of economic development varies greatly among different parts of the Baltic Sea Region (BSR). Also logistics efficiency and efficient use of Information and Communications Technology (ICT) among firms (B2B) within and between regions, and between firms and the public sector (B2G) differ greatly among regions. This is likely to hinder regional development and spatial integration, yet little comparative data on this exists. The extent to which these issues are taken into account in the regional development programmes varies a great deal too. In some regions the possibilities that ICT and logistics competence offer for spatial integration are not fully exploited. While knowledge on general level exists, too little is known on what type of development efforts work best regionally to add value and save costs in business (B2B), in the public sector (G2G), and between the two (B2G). Public-private ICT and/or logistics projects can be misdirected and resources wasted if user needs and organisational or practical constraints are not well understood. Especially SMEs may not receive adequate support. SMEs often have to adopt IT solutions of their principals – big suppliers or customers – to serve their interests. This was illustrated in a recent survey covering 3,000 firms (mostly SME's) made by the Lead Partner in 2005 in Turku Region. Similar indications can be found elsewhere, too. Survey results also indicated that benefits for users (that is, manufacturing, trading and logistics firms in A158a region) of regional or municipal development efforts are often less than satisfactory. LogOn Baltic proposes solutions to develop efficient ICT and logistics uses as well as related infrastructure that better serve the interests of SMEs and other firms in their effort to increase competitiveness. The use of logistics related to ICT needs to be intensified on many areas, and the IT interfaces (e.g. B2G) need to be understood better. This was also identified in the Trade and Transport Facilitation Audit of the Baltic States that the Lead Partner prepared for The World Bank, released at the 3rd Baltic States' Transport Minister Seminar in February 2005. A number of INTERREG projects have traditionally focused on transport links or transport providers (such as InLoc, NeLoc, Baltic Gateway). LogOn Baltic's focus is on user needs of manufacturing and trading firms relying on ICT and logistics, and the interplay between their needs and regional development (incl. spatial planning on transport issues). Effectiveness of the various local and regional development efforts will be analysed in Partner regions or municipalities in order to indicate best ways how to organise regional or local development efforts in the Partner and other BSR regions.</p>
18	<b>SUSTAINABLE TRANSPORT IN THE BARENTS REGION - PHASE II</b>	<ul style="list-style-type: none"> <li>▪ Murmansk Regional Administration</li> <li>▪ Republic of Karelia, Ministry of Economics</li> <li>▪ Archangelsk Regional</li> </ul>	+	<p>The second phase of the Sustainable Transport in the Barents Region project (STBR II) builds directly on the first STBR phase (06/2003 - 01/2006). The objective of the STBR process is to develop a transport strategy for the whole of Barents Region jointly, and as an outcome propose and prepare concerted measures, which in due time can be included in national investment programs of each country. The strategy</p>

		Administration		<p>will rest on the realisation that the transport authorities of all the countries need to see the Barents Region as a common transport area, which is to be developed together. The Barents Region comprises the northern counties of Sweden (Norrbotten and Västerbotten), Finland (Lapland, Kainuu and Oulu Region), Norway (Finnmark, Troms and Nordland) as well as the Northwest Russia (Murmansk, Karelia and Archangelsk). These also are the target groups of STBR II. External funding (Takis) supporting the Russian regions is included in the STBR II proposal. The communications group of Barents Regional Council, the forum of Barents regional authorities, is the core group of STBR. They are supported by the transport ministries of the four countries through their BEATA cooperation, as well as all by the regional transport authorities (road, rail, aviation and sea). The first STBR has been very successful in creating cooperation among partners. Several new initiatives have also been launched and completed. The work carried out in the first STBR phase have given a good understanding of the state, problems and development needs of the regional transport. A prime conclusion has, however, been that the process need to continue immediately with the planning and implementing of more concrete measures. Momentum cannot be lost. Thus, the second phase of STBR focuses on measures that the first phase identified as the most urgent. STBR Phase II is composed of the following five Work Packages containing selected projects for each transport mode:</p> <p>WP 1 Regional Aviation  WP 2 Barents Seaport Forum  WP 3 System of Heavy Transport (railways)  WP 4 Road Transport</p> <p>Expected results of STBR Phase II are envisaged as follows:</p> <ol style="list-style-type: none"> <li>1. Uninterrupted flight services between Russia and the Nordic Countries are ensured</li> <li>2. A forum among the Barents seaports is active and forces are joined so as to ensure more efficient integration of transport modes at seaports</li> <li>3. A development plan of international, east-west railway transport system is drawn up jointly and approved in each country based on common principles.</li> <li>4. The Barents road corridors have been identified, heavy goods vehicle safety in winter is improved, and road transport information exchange is made possible.</li> </ol>
19	<b>Intermodality and Interoperability in the Baltic Sea Region - InterBatlic</b>	<ul style="list-style-type: none"> <li>▪ North-Western Russia Logistics Development and Information Centre (ILOT)</li> <li>▪ Baltic Fishing Fleet State Academy</li> <li>▪ Kingisepp municipality</li> </ul>	2	<p>The project is initiated by the CPMR Baltic Sea Commission and seconded by the Baltic Development Forum based on the assumption that there will be a huge increase in transportation and logistics related the Baltic region. This situation will affect political decisions, business development and living conditions in general. Main focus of the project will be to develop practical actions in a partnership between the public and private sector based on a common strategic platform. The project complies with TEN, Motorways of the Sea, The Northern Dimension and national/supra-national politics and objectives.</p> <p>The project consists of 5 Work Packages (WP) which will:</p> <ol style="list-style-type: none"> <li>1. Design common strategies and prerequisites for actions based on existent information and analyses.</li> </ol>

				<p>2. Build an ICT framework for intermodal transport in the region</p> <p>3. Bring strategies and plans into concrete actions based on key product groups.</p> <p>The project involves 42 partners from all countries in the region except Belarus; but project activities will also include this country and other non-partners. Mutual understanding and political acceptance will be secured by a “High Level Group”.</p>
20	<p><b>East-West Transnational Transport Corridor in the S-BSR</b></p>	<ul style="list-style-type: none"> <li>▪ Baltijsk Municipality</li> <li>▪ Kaliningrad State University</li> <li>▪ Baltic State Fishing Fleet Academy</li> <li>▪ Kaliningrad oblast administration</li> <li>▪ Kaliningrad Branch of North-West Academy of Public Administration</li> </ul>	4	<p>In the BSR, trade and traffic in the east-west direction is increasing dramatically. The corridor between Vilnius-Esbjerg via the Öresund region, includes several TEN-T ports, road and railway links, parts of the Nordic triangle and Corridor IXB/D in Lithuania/Kaliningrad, has a strong and growing market position, but is hampered by bottlenecks and lack of intermodal transport concepts.</p> <p>The market potential is recognized in several studies, e.g. SEBTrans and Baltic Gateway. The ongoing market demand proved by increased transport on the Ro/Pax links between Blekinge and Klaipeda/Kaliningrad/Gdynia. The transport market now investigates rail connections to Far East along the East-West corridor. Despite growing east-west trade and interaction, the Baltic transport system is still mainly a compilation of various national systems. The full potential of the east-west integration is dependent on the success of the development of east-west transport corridors. A Danish study shows that the East-West corridor offers an attractive freight transport alternative between the North Sea/Esbjerg and Lithuania/Russia related to energy consumption. The business driven demand for developing a transnational and sustainable transport corridor is strong.</p> <p>The main problems addressed are the lack of coherent spatial strategy for development of an efficient and sustainable transnational transport corridor. The project proposal therefore aims to promote sustainable economic growth and development along the corridor by improved transnational transport concepts. The project will eliminate crucial bottlenecks, prepare infrastructure investments, produce knowledge and new methods, and strengthen co-operation between private stakeholders, public authorities and academia in line with the triple-helix approach. One of the main activities is the overall transnational development strategy for the corridor based on TIA and SEA. Other activities are preparation of investments in ports, deployment of ITS for improved efficiency and traffic safety, and development of intermodal transport solutions and business concepts. Modal shift towards more sustainable modes as rail and short sea shipping will be promoted. Partners from Denmark, Sweden, Lithuania and Russia are committed to the proposal. The partnership reflect a cross-sectoral approach with strong commitment from national, regional and local authorities, universities and private stakeholders as e.g. IKEA, Railion, DFDS/LISCO, Railog, Karlshamns AB and Klaipedos Smelte to name a few.</p>
21	<p><b>Baltic Gateway PLUS: Implementation plan for realizing the Baltic Gateway Quick Start Programme</b></p>	<ul style="list-style-type: none"> <li>▪ Kaliningrad Region Administration</li> <li>▪ Administration of Baltijsk Municipal District</li> <li>▪ Kaliningrad Branch of North-</li> </ul>	+	<p>This is a follow up of the Baltic Gateway project. Regional political leaders have committed themselves to future cooperation in promoting investments along transnational corridors across borders and water barriers in SBSa. They now intend to continue the process of harmonizing regional perspectives and facilitate implementation of priority projects as agreed in the Baltic Gateway project. However,</p>

		West Academy of Public Administration		the combination of emerging and risky markets and hard competition for investment resources in the public sector is a major challenge. Thus this project has a threefold approach – improved knowledge of alternative ways to fund and implement infrastructure investments (WP2), better understanding of prerequisites for implementation of intermodal transport services (WP3), and joint political dialogue and communication activities (WP1). Experts' studies will be combined with studies of concrete cases. Workshops and conferences will allow for exchange of experience and conclusions on feasible strategies for the SBSa specifically. The result will be a Joint Implementation Plan including a Joint Action Programme and a Communication Strategy based on Commitments signed by the political leaders.
24	<b>Forests as a resource for sustainable development and spatial planning in the Baltic Sea Region - BALTIC FOREST</b>	<ul style="list-style-type: none"> <li>▪ Murmansk Regional Agency of Forestry</li> <li>▪ Kovdozersky leskhoz - forestry unit of Murmansk Regional Agency of Forestry</li> </ul>	+	<p>Strong components from three different project proposals have been merged into the "Baltic Forest", all emphasizing regional development and spatial planning based on the Baltic Sea Region (BSR) forest resources: The "Baltic Forest" feasibility study launched in april 2004 under the Baltic 21 Industry program by the County Administrative Board of Västernorrland, Sweden; the "PRIFOR" project approved for seed money by the INTERREG III B programme and lead by Heidmark Forest District, Germany; and the "NEMFN", proposed to the 7:th call by the University of Joensuu, Finland. The overall project objective is to enhance sustainable regional development in the BSR based on management and use of the forests as a resource, by establishing and employing multi purpose, cross-sectorial and transnational forest sector cooperation. The key conceptual approach is to secure forest sector sustainability and enhance input to regional development and spatial planning, by exploring how the Model Forest concept can be employed to best meet BSR premises. The strategic focus is on small-scale state and private forest units. A fundamental approach is to encompass the forest sector goods and services as a whole, including forest management actors, authorities, research and education, the processing industry, the market- and political processes and the cross-sectorial exchange of knowledge. Such a holistic approach is needed to fully appreciate the economic importance and regional developmental potential of the Baltic forests, as well as to explore innovative routes to local, regional, national and transnational stability and vitality. Five work packages have been identified as critical to cover the overall objective. Three work packages (WP 1, 2 and 3) are thematically oriented, whereas WP 4 highlights the strategic focus and WP 5 the key conceptual approach. All WP's are interconnected through project governance and through common activities. All activities within WP 1, 2 and 3 relates to WP 4 and/or 5:</p> <p>WP1 : Forest management and production aspects  WP2 : Forest ecology and environmental aspects  WP3 : Forest social aspects  WP4 : Small-scale private and state forestry and forest based SME  WP5 : Model forests as a tool for sustainable forest management and regional development</p> <p>Economic, ecological and social optimization of the forest sector, as well as broadened awareness and implementation of current knowledge and policies, is urgent for securing long-term sustainability and innovative routes for rural and regional development. A multilevel transnational approach emphasizing forests as a</p>

				multidimensional natural resource is needed. We expect that the “Baltic Forest” will have substantial and durable impact on management of the BSR natural resources.
34	<b>Maritime Tourism Marketing in the Baltic Sea Region – MARITOUR</b>	<ul style="list-style-type: none"> <li>▪ Administration of the municipality "Vyborg region of Leningrad oblast"</li> <li>▪ Slantsy Region Municipality</li> <li>▪ Kaliningrad City Municipality</li> <li>▪ Kingisepp Region Municipality</li> </ul>	+	<p>Background: Potentials of the fast-growing maritime tourism market are not fully used in the BSR. Its segments (sailboating, trad. sailship events, cruise tourism, exhibitions) have common characteristics: (1) Tourist choice for a region as the BSR is based on its aggregated image &amp; quality, not of single harbours/ countries; each region benefits from improvements in all others; (2) They contribute to spatially balanced economic development, based on a network of major and small harbours/ cities; (3) Success depends on local, but joint, initiative. Cooperative actions targeted at specific occasions have set the stage for more continuous systematic co-action incl. common marketing, exhibitions, event planning, market observation, benchmarking. This needs a stable institutional basis to be built up by MariTour.</p> <p>Origin: MariTour was started by partners from 2 previous initiatives: (1) temporary cooperation “Baltic Sail 2006” to offer trad. sailship festivals; (2) InterregIIC/ IIIB project SuPortNet, a cooperation of boat harbours to prepare physical improvement plans and to set up internet-based tourist information now part of a commercial system. MariTour includes partners from these two, plus new ones with a tourism marketing function. Close cooperation, with overlapping partners, will be sought with the IRIIB-funded Baltic Cruise partnership. In contrast to the latter, MariTour focuses on sailboating, traditional sailship events and related exhibitions. Overall aims: increase maritime tourism in the BSR by 5% p.y., maximise local benefits from this, attract young people to this type of recreation/ tourism. WPs: (1) Create a permanent institution to support and later continue WP (2) and (3) functions; (2) Implement joint marketing actions; (3) Improve the availability and transnat. accessibility of market information, leading to concrete service &amp; operation improvements in the harbours, more targeted marketing and higher local benefits. Outputs: a joint institution functioning beyond the project with clear tasks and execution capacity (the Hanse Sail Bureau [Rostock] is ready to initially assume (additional!) responsibilities of this organisation); events carried out (sailship festivals ,sailing competitions); new data base regularly updated on the booking situation of major sailships to allow better planning and search for vacancies; joint presentations at exhibitions; improved market information accessible across borders; harbour benchmarking identifying potentials for improving harbours’ contribution to local economies; internet-based tourist information for sailors (installed by SuPortNet) geographically extended (towards CEEC) and with more information on land-based attractions.</p>
35	<b>Safe and Reliable Transport Chains of Dangerous Goods in the Baltic Sea Region – DaGoB</b>	<ul style="list-style-type: none"> <li>▪ St. Petersburg Government Committee of Transport-Transit Policy</li> <li>▪ North-western Russia Logistics Development and Information Center – ILOT</li> <li>▪ Non-profit training and research center of adult education “Protey”</li> </ul>	3	<p>Over 200,000,000 tons of Dangerous Goods (DG) move in BSR (plus over 100 Mtons in NW Russia) mostly through densely populated areas, imposing real health and safety risks to people and environment. DG Transport is regulated in international conventions by modes: RID (rail); ADR (road); MarPol (bulk by sea) and IMDG (unitised by sea), supplemented by EU and/or national regulation. A unique MoU on designated Ro-Ro ships is applied in the BSR. Despite formal implementation, DG authorities operational practices vary markedly between and even within countries, causing safety and other problems. No BSR-wide analysis on DG cargo flows nor on DG-related accidents exists, nor is there publicly available comparative studies on border-crossing transport chains of DG. Units dealing with</p>



				<p>DG in BSR Ministries responsible for Transport usually have 2-3 staff preparing national DG legislation. Maritime, Rail and Road Administrations have a similar number of DG specialists in central administration, and a handful of field inspectors in main ports, rail and road districts. Other DG-related authorities comprise e.g. port authorities, coast guard, customs, traffic police and rescue services. Their exposure to international cooperation is limited, and best practice is seldom shared across borders. There is imminent need for better information exchange between DG authorities, and between authorities and the private sector. DaGoB comprises Partners from several DG authorities, ports, universities and industry associations. WP1 analyses DG flows and DG-related incidents/accidents and studies bottlenecks in border-crossing DG supply chains involving shippers and logistics operators. WP2 maps the roles of DG authorities in the BSR, the extent of cooperation between them and organises several joint exercises. WP3 prepares a BSR-wide ToolKit for national and local authorities based on WP1&amp;2. The Toolkit provides peer-reviewed procedures to improve safety and security of DG transport without compromising the competitiveness of industries relying on DG, and disseminates experiences of relevant IT applications. It also assesses the anticipated impact of EU's changing chemical legislation (e.g. REACH package) on DG Transport in the BSR. WP4 disseminates the results through authorities and industry associations. DaGoB sets up a bi-annual DG Seminar in the BSR as no such thing exists today. DaGoB experience is also likely to have an impact on EU level. DaGoB was initiated by TEDIM, a joint organ for Ministries for Transport in the BSR and prepared by an expert team chosen by competitive tendering. As DaGoB Partner, TEDIM works toward improved governance and safety of DG transports both for general public and for the competitiveness of industries relying on DG.</p>
37	<p><b>Integrated Solutions for Sustainability Management in Baltic Cities – SUSTAINMENT</b></p>	<ul style="list-style-type: none"> <li>▪ City of Kaliningrad</li> <li>▪ City of Novgorod</li> </ul>	+	<p>Lack of policy coherence is a major obstacle of urban sustainable development (SD) in Europe. Several European programmes and policy documents pinpoint cross-sectoral policy integration as one of the most urgent challenges of urban sustainability. The obstacles for coherent policy-making are found also in cities all over the BSR. The project tackles this problem by developing current offices or agencies responsible for sustainable development towards Sustainability Management Centres (SMC). The main objective is to strengthen the ability of local authorities to develop their working methods, skills and people to significantly contribute to SD. The emphasis is on integrated approaches: SMCs gather and strengthen the knowledge and expertise of all dimensions of SD (economic, social and environmental) within the same centre. The sustainability work becomes most productive in transnational city networks: cities having similar problems can co-operate, share their knowledge base and thereby find the most efficient solutions. The development of SMCs aims at (1) improved cross-sectoral sustainability management in BSR cities, (2) increased efficiency of reducing transnational economic, social and environmental problems, and (3) providing all European cities a working model for integrated sustainability management. To successfully achieve these aims, project activities are divided in four Work Packages. WP1 evaluates cities' current sustainability management and define development and improvement needs. Based on the evaluation WP2 carries out targeted competence development</p>

				<p>of the key personnel in the form of workshops (addressing themes of SD, management, governance and communication), distance-learning and web-based tasks. WP3 develops a common sustainability reporting system for cities, guides them to set targets in the most crucial sustainability issues and helps them to define contents of comprehensive SMC project portfolios. WP4 concentrates on communicating the developed sustainability solutions widely and efficiently for other cities, expert networks, policy-makers, stakeholders and citizens on a local, national, Baltic Sea Regional as well as European level. The project produces a Competence Development Package in nine different languages, which enables the long-lasting transnational multiplication effect on urban sustainable development. The project consortium consists of the city network Union of the Baltic Cities (Lead Partner); the university network Baltic University Programme; and 12 partner cities from the Baltic Sea Region. The project is in line with the BSR INTERREG III B NP, Priority 3, Measure 3.1 as it contributes to transnational institution and capacity building in the BSR.</p>
47	<p><b>Exploiting Inland Waterways for Regional Development – InWater</b></p>	<ul style="list-style-type: none"> <li>▪ Kaliningrad State Technical University</li> <li>▪ City Hall of Kaliningrad</li> <li>▪ Head Department of Economic Development and Trade of Kaliningrad oblast Administration</li> <li>▪ Gour'evsk District Administration</li> <li>▪ Baltic Association of Sailing and Tourism</li> </ul>	+	<p>The network of the inland waterways, often of trans-border nature, plays the very important role in regional development, which is closely connected to the sector of tourism. On the vicinity of the Baltic Sea they differ drastically from each other in a way they are developed and exploited. Especially in south-east BSR part the degradation of the technical infrastructure of waterways, decreasing navigation parameters and neglecting the role of river potentials for regions is observed. The reasons for that are the economical and social development of a particular region and often existing legal, structural, psychological and mental barriers. These problems are relevant for authorities of different administrative and management levels. International character of inland waterways, as well as their importance for tourism and communication revival in regions suffering from lack of the functions generating employment and income, requires trans-regional co-operation on Exploiting Inland Waterways for Regional Development for balanced development of BSR and better territorial integration. Within the framework of project InWater the partnership would like to exploit better the inland waterways regions for regional development, to revitalize them and their links. The project is organized in a complex way first indicating barriers and problems, analysing them and generating innovative, optimised solutions. Then as the follow-up of these solutions, some activities are tested. This methodological approach is introduced in the WPs which provide the further possible usage of the waterway that facilitate the further regional developments. The overall problem is defined as insufficient usage of the inland waterway for the regional development. Main Objectives: -Profiling of the waterways as pilot regions, with less regulations, creating conditions for revitalisation, establishing safety and security system, unifying regulations or the status as an „exception“ -Improving awareness of the waterways as potential force for regional development -Strengthening local structures by improving conditions for business development Expected results: -Guidelines for legislation, for unified requirements in regards to inland waterway sailing, for creating a management and safety-security systems for inland waterway tourism -Concepts, revitalisation programs for regions along inland waterways, identification of localizations for landing stages and</p>

				connected with them feasibility studies and other documentations -Creating a co-operation forum and organizing a partnership for investments dealing with inland waterways and their international links -Examples of possible waterway usage - Information campaigns on the inland waterways development incl. small investment-waterway signposting
50	<b>Regional Economic Development - networking between South Sweden and Kaliningrad – RED</b>	<ul style="list-style-type: none"> <li>▪ The Baltic Business Club</li> <li>▪ Polesk Urban District</li> <li>▪ The municipality of Kaliningrad</li> <li>▪ The association of Local Municipalities in Kaliningrad Region</li> <li>▪ Kaliningrad Furniture Association</li> <li>▪ Kaliningrad regional administration</li> <li>▪ Municipality Tosninskij rajon</li> <li>▪ Municipal Gatchinsky rajon</li> </ul>	+	<p>The RED-project has been processed between the Association of Municipalities in Kaliningrad region (AMOKO), the regional administration and The Region of Blekinge together with interest network SydSam in South Sweden, in cooperation with potential and actual partners. These organisations have great experiences on working together in projects, but would now like to take the partnership to a new level, through changing the character from aid to a win-win situation, an equal partnership. The project is closely connected with two other Measure 3.2-initiatives, handed in during this application period (GAIN and BEE), with partly joint meetings and activities (WP1), giving synergy-effects and contributing to sustainable development in the BSR through stronger regions. The overall objective of this two-year project is to reduce the barriers for deeper bilateral maritime co-operation between actors that deals with regional economic development issues in South Sweden and Kaliningrad Region. In order to lay ground for a long-term benefit a network consisting of relevant partners from all administrative levels and different sectors will be established. The ambitions are: (a) to place South Sweden and Kaliningrad Region in a global, European and south BSR perspective and give an overview on how regions/municipalities/other relevant organisations act on issues related to support regional economic development (b) form a mutual understanding regarding processes and methods that foster regional economic development and bring forward and implement good examples of well-functioning working methods (c) to identify and match branches and businesses that are interested in export/co-operate/expand in South Sweden and Kaliningrad Region and beyond. Four workpackages will be implemented, leading to the overall objective. Their respective focuses are a) how to make business out of project work, b) compilations and analysis in regards to regional economic development, c) bring forward well functioning methods how to deal with investments, business and business development d) facilitate business meetings. The central methods will be seminars, study visits, data compilations and analysis leading to methods that deals with the main topics, aiming to spread the knowledge to the entire regions concerned. Bilateral meetings will serve as the main arena for exchange of experiences and discussions, where as the local activities will keep the project going in between.</p>
51	<b>Baltic Environment and Energy, BEE</b>	<ul style="list-style-type: none"> <li>▪ AMOKO; Association of local authorities in the Kaliningrad Region</li> <li>▪ World Ocean Museum</li> <li>▪ Kaliningrad city municipal lyceum # 49</li> <li>▪ Kaliningrad Regional Administration</li> </ul>	+	<p>The projects' outline has been developed between the Association of Municipalities in Kaliningrad region (AMOKO) and the interest network SydSam in SouthSweden in close cooperation with potential and actual partners.It has also been processed in close cooperation with the GAIN and the RED project,concerning democracy issues and regional economic development. Part of the project, will be implemented jointly wih these three (in case of approval of all projects).Kaliningrad and Sweden holds strategic positions in the BSR, and cooperation regarding environmental matters has thereby good prerequisites to success. The common problem to be solved in this project is the lack of a sustainable education and practises of a friendly</p>

				<p>environmental attitude. This since the levels of integration and interaction between the political, economical and social sector do not coincide. Every action taken by them is done purely for the own sector and not for the society as a whole, making sustainable development impossible. The objective of the project is thereby to create an interest network with representatives from all the sectors and both countries, forcing them to interact and develop new methods for the future, in order to reinforce their actions aiming to a sustainable attitude. Another objective is to turn the focus on cooperation between both regions from traditional aid to an equal partnership, and to spread knowledge on how to work with projects. The target group is representatives from the political sector (politicians/civil servants working with education, environment and energy matters), social sector (actors from the educational sectors, such as teachers) and the economical sector (actors from the private business life, working with products and services regarding environment and energy) on a local and regional level. The project will be implemented in four workpackages, the first one focuses on how to achieve an added value in the different organisations engaging them selves in project work. Planned to be implemented with the other two projects. Then the focus turns to the present situation in the environmental and energy matters. A mapping and analysis on the actual situation will give the opportunity to take the new ideas and approaches in order to establish a sustainable common future strategy and methodology for the regions. The main activities will be international meetings, workshops, seminars, discussions and study visits, adjusted to each WP, according to each specific objective. As well as local meetings and preparations are planned. The project will be implemented during two years, starting from January 2006.</p>
52	<p><b>Economic and Inter-cultural COOPERation between Schleswig-Holstein (DE), Grodno-Region (Belarus) and Kaliningrad Region (RU) EICOOP</b></p>	<p>Women's center of information and employment "Kalinka"</p>	+	<p>The EICOOP project will support to build up sustaining cooperation structures between actors (mainly NGOs and enterprises) in the Baltic Sea Region between EU member states and neighbour states. This will support spacial planning and development in the BSR. Partners are from Schleswig-Holstein Region/DE, Grodno Region/BY, Kaliningrad Region/RU. The project will contribute to more cooperation in the BSR in two fields: cooperation in environmental economy and eco-tourism, and inter-cultural and educational cooperation. The project partners met several times before deciding to apply for this project. The main reason for a joint action was a similar point of view on future developments in the BSR: Only cooperation and partnership will provide economic and social development in the BSR as well as more transparency. Therefore, mainly NGOs are working together to implement cooperative structures through concrete action. The idea has risen during a German-Belarusian conference in Germany in Feb., 2005, promoted mostly by younger people, seeing their own future in a cooperative culture in the BSR. The starting situation is a difficult political situation in the BSR, the level of information is rather low. The EICOOP project will help with it's orientation mainly to NGOs and private actors to build up a more trusting culture step by step. Therefore, the project follows a basic, practical oriented approach to achieve fast and visible results for partners and participating actors by a cross- sectoral orientation. The project is divided into three work packages: economic cooperation, inter-cultural cooperation, and strategic project development, facilitation and promotion/media work. The main</p>

				<p>outcome of the project is the establishment of info centers in Kiel and Grodno to provide more information about the partner regions and the opportunities for cooperation and to promote the projects results actively in order to build up cooperative structures in the BSR. The info offices are open to all actors in the BSR. Information material will be provided, and several meetings and events (e.g. Round Table meetings in Kiel) will be organized. Main stages are the work of the info offices and the events being organized and many direct transnational and trans-border contacts to build up active cooperation. Main aim is to provide good information, to build up active business and NGO-cooperation, partnership and networking. The specific objective are cooperation structure in the named fields of economy (environmental economy, eco-tourism), inter-cultural competence (remembrance work, historic tourism), and the strategic development of the project, facilitation and promotion. Target groups are enterprises, NGOs, and actors and institutions in the BSR.</p>
54	<p><b>Baltic Energy Efficiency Network for the Building Stock – BEEN</b></p>	<ul style="list-style-type: none"> <li>▪ Non-Profit Partnership "The St. Petersburg House Property Owners Association"</li> <li>▪ Administration of St. Petersburg</li> <li>▪ Administration of Kaliningrad Oblast, Dep. Energy and Housing</li> </ul>	+	<p>The project BEEN aims to develop strategies and instruments that promote and enable the energy efficient refurbishment (EER) of residential buildings in the participating BSR countries, whereby the project scope also includes neighbouring regions in Russia and Belarus. Project focus is on the multi-storey building stock erected between 1950 and 1990, of which a major part has been privatized to the sitting tenants after 1990. The project's target originates from common problems and challenges all participating partner countries are facing: The residential building stock is a major contributor to energy waste and CO2 emission, and in order to tackle this problem and comply with EU standards with regard to energy efficiency (EE), effective policies and tools need to be developed. At the same time, the prefabricated housing stock in the new EU member states is characterized by an enormous maintenance backlog and very low structural and thermal quality, and so far, no comprehensive strategies have been developed in the countries to start EER. Although private ownership in multi-flat housing blocks in the new EU member states is a very specific challenge for the implementation of joint measures of EER and entails the development of effective legal instruments, also the advantage needs to be stressed that in these buildings EER may be implemented easier and cheaper than in other types of buildings. This background brought together partners from five BSR countries, representing relevant national levels and areas responsible for the implementation of EER in the building stock, which will ensure the cross-sectoral promotion of the concepts and tools elaborated in the project. Within five work packages (WPs), the partners will jointly develop policies and tools to overcome obstacles for EER. Of special relevance will be WP5 (best-practice projects), where the results from the other WPs will lead to the implementation of innovative schemes in best-practice projects. Here, not only outputs on technical (WP2) and financial (WP4) issues are important, but foremost results regarding legislative improvements (WP3) for home ownership in the building stock. Within its transnational partnership network, the project will also offer the possibility for know-how-transfer, as the new EU member states will benefit from the experiences and expertise of the German partners regarding the implementation of programmes for the refurbishment of prefabricated housing estates in the new German Länder. Nevertheless, the</p>

				reduction of energy in the national building stock is still also for Germany a challenge, and the joint development of policies and tools to tackle this challenge will be of outstanding value for the sustainable, environmentally sound development of the BSR.
55	<b>Baltic Tangent</b>	<ul style="list-style-type: none"> <li>▪ Pskov Oblast Agency or Regional Development</li> <li>▪ Pskov Region Administration</li> </ul>	+	<p>Baltic Tangent (BT) is defined as the strengthening of the sum of all tangents to the primary transport networks as a basis for improved preconditions for socio economic development in the BT area as defined by the partner regions in SE, LV/EE and Russia. The regions have a population and growth potential of considerable size and should be seen as a great asset in the EU aspiration to enhance preconditions for the BSR developing into a prosperous region in EU. Deriving from partner regions ambition to improve the conditions for socio economic development in their areas as the main goal, the project is focusing on the importance of land and maritime transport infrastructure improvement as a mean to strenghten labour market and the competitiveness of economic activities in the BT area. BT project relates directly to key aspects of the BSR development set up by the EU concerning sustainable economic growth and cohesion. The industries in the area are to a large extent dependent on long access routes often of low quality to the primary transport networks (TEN). This causes a main competitive disadvantage in relation to competitors with easy access to the main transport networks both on land and sea, which in worst case can lead to a permanent downward tendency to economic growth. Therefore the BT project emphasizes interdependent actions needed to develop a strategy for economic growth in periphery regions by integrating and combining spatial planning and new transport solutions by enhancing the secondary transport networks and merging them into the TEN-T. The BT project is divided into four WPs with the following expected outcome: WP1-Spatial planning in the BT- where the strategic focus is on spatial programming &amp; planning as framework conditions for development of infrastructure in the BT promoting sustainable growth. WP2-New transport strategies in the BT-where the strategic focus is on development of transport and logistics solutions enhancing the conditions for sustainable business growth in the BT area. WP3-Strategy and Institution-building in the BT-where the strategic focus is on the development of the BT secondary transport network to the main TEN structure. WP4-Dissemination and Training in the BT where the strategic focus is on training and on dissemination of project results. Activities in the WPs will be carried out jointly and integrated by all project partners resulting in an overall analysis, building the first real step into an improved and sustainable strategy for ensuring economic growth within the BT area. The Tacis project component focusing on the Russian aspects of the BT project is carried out to provide with input in full accordance with the BT project's overall timetable as regards the ERDF funded project component.</p>
56	<b>Transnational River Basin Districts on the Eastern Side of the Baltic Sea Network – TRABANT</b>	<ul style="list-style-type: none"> <li>▪ Center for Transboundary Cooperation-St. Petersburg</li> <li>▪ Center for Transboundary Cooperation – St. Petersburg</li> <li>▪ Institute of Limnology</li> <li>▪ Russian State Institute of</li> </ul>	+	<p>The conditions in the Baltic Sea are to a large extent resulting from the activities in river basins. The activities have been and will be affected through spatial planning as well as through RBM planning. The latter will in future be defined by the Water Framework Directive (WFD; 2000/60/EC). The WFD requires that EU MSs shall protect, enhance and restore all bodies of water, with the aim of achieving good status by 2015. The WFD has new dimensions regarding the aims (objectives of</p>

		<p>Urbanistics for Research and Design</p> <ul style="list-style-type: none"> <li>▪ Federal State Water Management Institution "BALTWODHOZ"</li> </ul>		<p>water status) and instruments (monitoring plans, RBM plans) as well as the administrative division of territories (RB districts). Consequently, the existing legislative and management systems as well as methods and practices have to be adapted to the principles of the WFD. The number and area of joint RBs in Europe is significant. RBM in them is a crucial question. Approaches for the achievement of the environmental objectives should be co-ordinated for the whole of a RB. Although the WFD is valid for international RBs, the EU has no enforcement power in districts outside the EU boundaries. There is a strong need to improve the co-operation between the EU countries as well as between EU countries and neighbouring countries sharing RBs. Also in the EU Water Directors' meeting in June 2004, it was considered how the water issues will be arranged, when a joint RB extends outside the EU boundaries. The target of the planned work in the TRABANT project is to improve premises for the integration of significant ecological and management aspects, including spatial development, in the Eastern BSR area. The project concentrates on cross-regional co-operation between EU countries and also with non-EU countries in the RBs of Vuoksi, Narva, Daugava and Nemunas. Consequently, the project compares, evaluates and tests methods and tools to be used in the key tasks in RB analysis and management especially taking into account transnational issues. Results of active development and projects are available. That is why there is not so much need of new tools, but need of common approaches and practical evaluation and testing of available methods. A good basis for RBM is needed in the next few years. Without successful cross-sectoral involvement of stakeholders, end-users and the general public it will not be relevant to develop issues in sustainable water management. The project provides an excellent opportunity for stakeholders to change ideas and develop their co-operation. Public participation practises and dissemination of information will be given particular attention in the project. The project results will include recommendations and a guide book of RBM approaches for transboundary waters, practicable in the BSR area as well as in other European regions.</p>
58	<b>Innovation Circle – IC</b>	<ul style="list-style-type: none"> <li>▪ Committee of Youth of Murmansk Region</li> <li>▪ The Pskov City Administration, Education Department</li> <li>▪ State Committee of the Pskov Region for Youth Policy and Support</li> <li>▪ Pskov Oblast Agency for Regional Development</li> </ul>	+	<p>The Innovation Circle (IC) project is a follow-up activity of another INTERREG IIIB project entitled "PIPE" which ended on 30 September 2004. PIPE fostered community initiatives and youth entrepreneurship in small and medium size towns and peripheral regions and pioneered a cross-sectorial approach where local authorities, NGOs and schools worked together with young citizens. However, it exposed deficiencies in institutional capacity and the lack of a common platform of concepts and understanding about spatial development. The PIPE project demonstrated that cross-sector working is necessary and possible, but hard to achieve without a change in the culture of governance of many local/regional authorities. The IC was developed to build on the lessons from PIPE, and in particular to invest in further training and change management in the way regional and local authorities operate. Another reason behind the IC project is a growing understanding about the importance of innovations, institution building and human capital in spatial development within the BSR. Human capital is the key to competitiveness and cohesion here, and local/regional authorities and educational establishments have key roles in situations where remoteness and insufficient</p>

				<p>market size create barriers to access to new knowledge and skills, and drain away the youth and their energy. These challenges have also been documented in the range of BSR documents, including VASAB 2010+ , as well as in the ESDP, Third Cohesion Report and ESPON findings. Therefore, the Innovation Circle is centrally concerned with building a culture of innovations into local/regional authorities from small towns and peripheral areas in the BSR and neighbouring countries. The IC is going to train a core, interprofessional team of future trainers and young people from each partner, and help them to apply spatial development approaches through innovative practises and projects. The IC project is organised into three work packages: WP1 - Innovation Academy - a training programme that will consist of 5 theoretical packs and 5 practical workshops for adults and 2 summer camps for upper secondary school students. The Innovation Academy will get a group of professionals from different sectors inside one municipality/region to learn together in a transnational network about how innovations can be facilitated and promoted. WP 2 - Local Actions - will put innovation into practise. WP 3 - Innovation Forum - will share experiences and showcases and disseminates good practises. As a result of the IC project, we expect to create modernized local/regional authorities that can be beacons for how to be innovative in delivering competitiveness, cohesion and sustainable development on the periphery.</p>
59	<p><b>RECO - Regional Cooperation in Waste Management</b></p>	<ul style="list-style-type: none"> <li>▪ North Western International Cleaner Production Center</li> <li>▪ Kaliningrad State Technical University, Department of Economy and Management</li> <li>▪ County Administrative Board of Stockholm</li> <li>▪ Kaliningrad State Technical University, R&amp;D Centre on Waste Management</li> <li>▪ Department of Waste Management at Kaliningrad City Hall</li> <li>▪ Ecoservice Ltd</li> <li>▪ Municipal Waste Collection Management Company in Gvardejsk</li> </ul> <p>Department of Amenities and Waste Management, Kaliningrad Regional Administration</p>	1	<p>RECO is a waste management and spatial planning project in cooperation between partners from Estonia, Latvia, Lithuania, Germany, Poland, Finland, Sweden, Russia, Ukraine and Belarus. Its Central Objective is to support the development of efficient Institutions for management of municipal waste in the BSR in order to minimize negative environmental effects, lower life cycle costs for waste management and meet EU and national legislation and targets etc. This is to be achieved by:</p> <ul style="list-style-type: none"> <li>• Institution building thru the development of Regional Waste Management Institutions (RWMLs)</li> <li>• Supporting of cross-border and cross-sectoral cooperation in waste management and Spatial Planning.</li> <li>• Capacity building thru development of Waste management handbooks and other information material, educational seminars, training and study visits.</li> <li>• Raising the level of participation and knowledge in waste management issues among companies in participating regions thru publishing and dissemination of information material.</li> <li>• Ensuring public participation through developing material and activities for raising of public awareness in Waste management issues</li> <li>• Ensuring an efficient long-term development of the waste management systems in the participating regions via updating and development of waste management plans</li> <li>• Supporting investments in waste management infrastructure thru providing participating regions with information on best available technology, sources of funding and EU public procurement rules etc.</li> </ul> <p>The project partnership, consisting of regions, companies, institutes, municipalities,</p>



				<p>universities and ministries is based on a long-term cooperation within earlier Interreg II and III projects, research projects and ERDF Nordic Council of Ministers funded projects. The RECO project will be based on three fundamental principles:</p> <ol style="list-style-type: none"> <li>1. Cooperation with other projects. The RECO project will play an important role in the development of the waste management system in the BSR. But in order to avoid overlapping and confusion at RWMI and authorities, cooperation will be established with a number of other projects in the waste management area.</li> <li>2. Delegation of responsibility. A National Lead Partner will coordinate the project activities in each country. This will ensure adequate adaptation to local demands/needs, languages, legislation and culture etc.</li> <li>3. Continuity. All project activities will have a long-term focus in order to be continuing after the project ends.</li> </ol> <p>The County Administrative Board of Stockholm will lead the project with long experience in EU funded environmental projects in the BSR and access to extensive administrative capacity and competence.</p>
60	<b>Seagull II: Strengthening institutional structures and spatial development capacities of Euroregion Baltic</b>	Municipal Administration of Baltijsk	+	<p>Significant imbalances in the level of development in the regions around the Baltic Sea prevail in Euroregion Baltic (ERB), consisting of the Danish and Swedish regions on the one hand and Latvian, Lithuanian and Polish on the other, as well as the Kaliningrad Oblast. The need to provide a sustainable set of activities aiming at supporting the cohesion process in the area has been tackled by a number of policies and strategies, including the Joint Transnational Development Programme (JTDP), being drawn up within the ERB project: Seagull DevERB. Its first draft, already approved by the ERB Board, identifies five priority areas of development: first, increasing business competitiveness (promotion of innovation and attractive investment climate with emphasis on sustainable growth, and social and regulatory transparency), second, implementing EU energy and environment policies, third, enhancing labour market cooperation, fourth, assisting integration efforts of the Kaliningrad Oblast (enhancement of preconditions for the Region's ability to participate in EU policies), and finally initiating systematic networking and benchmarking activities within the four areas. In November 2005 ERB Council will decide to approve the final draft of JTDP containing a proposed action plan to be implemented in ERB in the next 10 - 15 years. ERB political bodies realised that the implementation process itself will constitute a challenge. Therefore, ERB Council established its first joint organisational structure in the Euroregion, i.e. ERB International Permanent Secretariat (ERB IPS). ERB IPS has been functional since 1st July 2004, with two main objectives: firstly, to provide more coordinated cooperation among ERB national secretariats and regions, and secondly, to seek financial opportunities to support cooperation, especially with respect to the implementation challenge of JTDP. In autumn 2004 a successful application was submitted to the Interreg III B BSR Seed Money facility, whose goal was to prepare a project called Seagull II. The key objectives of the Seagull II project will be: first, to</p>

				improve organisational capacities within ERB in assistance to the implementation process of JTDP (establishing permanent cooperative ERB networks of professionals and creating project development teams), second, to improve technical capacities within ERB in assistance to the networking activities (developing internet-based communication facility and establishing a common database enabling benchmarking activities), and thirdly, to improve HR capacities within ERB in assistance to the networking activities supporting the implementation of JTDP (increasing ERB politicians and civil servants' knowledge of EU policies relating to JTDP and improving ERB good governance capacities).
61	<b>Baltic Spatial development Measures for Enterprise - B-SME</b>	<ul style="list-style-type: none"> <li>▪ Leningrad Region Handicraft Chamber</li> <li>▪ The Saint Petersburg Crafts Chamber</li> <li>▪ Kaliningrad region state regional institution Found for small business support</li> <li>▪ Kaliningrad region Handicraft Chamber</li> </ul>	+	<p>The project has been developed to provide SMEs, SME intermediaries and local/regional development authorities with support and tools for the efficient and sustainable economic and social development of the BSR. 98% of companies in the EU are SMEs. Sustainable social and economic cohesion depends on the ability of SMEs to use their potential and the potential of the region (infrastructure, human resources, market opportunities etc). To counteract declining industry and global change with resulting redundancies and relocation a sound SME base in the manufacturing and services sector is essential. The BSR specific situation (political/economic change; social/economic discrepancies between Western and Eastern BSR regions) is a special challenge for the region and will be addressed by this project. The project originates from a longstanding co-operation of some 30 chambers of skilled trades, higher education institutions and regional authorities in the BSR ('Hanseatic Parliament'). In order to widen and deepen their partnership this project has been developed and additional partners were recruited. The project will in 3 WPs address the 3 main issues for regional SME development: institution/capacity building, human resources development/training and practical activities/coaching for SMEs. Partners will contribute their experience in these fields; developments and results previously achieved on national level will be integrated and transnationalized - thus saving time, generating synergies and accelerating the cohesion process in the BSR. Through communicating national experience and creating mutual understanding partners develop a common BSR SME strategy. Project results will be: (1) a virtual and real BSR SME Community - web portal and 'Hanseatic Parliament Association'; (2) a BSR SME Education - availing of an SME Polytechnic presently being set up in Northern Germany, extended by a transnational dimension and campuses in Gdansk (PL) and Riga (LAT); Bachelor Degree. (3) Baltic SME Development - transnational co-operation, quality marketing and coaching for SME development. Project activities and results will mainly be achieved at project meetings with all partners, a steering committee and 3 transfer groups will convene regularly to discuss progress and to develop the joint strategy and actions. Locally/regionally there will be activities directly involving SMEs in order to devolve the network's strengths to the final beneficiaries: SMEs. The expected outcome is a BSR SME mentality, a 'mental' infrastructure for the region. With 5 RU + BY Partner (Taxis found) additional: a) development RU + BY Partner to SME promoting b) promoting vocational education in RU + BY c) promoting start ups and SME manager</p>
62	<b>Baltic Euroregional</b>	▪ Nordic Council of Ministers	5	The objective of the Baltic Euroregional Network (BEN) is to promote spatial

	<p><b>Network – BEN</b></p>	<p>Information Office in St. Petersburg</p> <ul style="list-style-type: none"> <li>▪ NGO “Lake Peipsi Project (Pskov)”</li> <li>▪ Municipality “Vyborg region of Leningrad oblast”</li> <li>▪ Association on cross-border cooperation "Pskov-Livonia", Pskov Section</li> <li>▪ Association of municipalities, Republic of Karelia, Russia</li> <li>▪ Municipality "Sovetsk urban district"</li> <li>▪ Non-commercial partnership Kaliningrad regional Bureau of Euroregion Sesupe</li> <li>▪ Administration of Baltijsk Municipal district</li> <li>▪ Autonomous nonprofit organization «Regional Development Agency «Nadruva»»</li> <li>▪ Administration of ST. Petersburg City</li> </ul>	<p>development and territorial integration in the Baltic Sea Region (BSR) by strengthening Euroregions as competent planning partners with national authorities and international institutions, and by building a network of Euroregions for continuous capacity-building and sharing of experience. In order to achieve the objectives, the project aims at · increasing the institutional capacity and strategic planning capabilities of the Euroregions through a structured exchange of knowledge and experience on best practices, · answering specific problems in specific Euroregions through targeted competence-building, · deepening the communication between the Euroregions and their national, central authorities through specific forums, · establishing a permanent (but non-institutional) network among the Euroregions through a series of durability measures or tools. The four aims are organized into four work packages. Activities within the packages consist mainly of seminars and roundtables, with supportive functions such as a website, an e-library and newsletters. The project has altogether 36 partners from the following countries: Belarus, Denmark, Estonia, Finland, Latvia, Lithuania, Poland, Russia and Sweden. The Lead Partner is the Nordic Council of Ministers (NCM) Office in Lithuania . Partners also include three other NCM Offices in the BSR and the Secretariat of the Council of the Baltic States (CBSS). This as well as expressions of support from individual ministries ensure a broad political backing for the project. Activities in Belarus and Russia, not eligible for INTERREG IIIB funding, are applied from TACIS funding. The project period is from January 2006 to December 2007. The project is expected to result in a strong network of Euroregions actively engaged in spatial development within the BSR, with increased and deepened institutional capacity and strategic planning capabilities. An increased dialogue between the Euroregions and the central authorities in their countries is expected to develop during the project and to continue permanently. Nordic-Baltic cooperation is to be transmitted to the Russian and Belarusian sides of the participating Euroregions, and a number of specific follow-up projects in specific regions are expected as a result of targeted competence-building. Concrete outcomes include 34 activities with ca. 560 participants, a permanent website with an e -library, and a strategy for the future of the network. The project ultimately has a long-term impact of positive economical, environmental, social and cultural development in the border regions involved. This contributes to stability and peaceful development in the whole BSR.</p>
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