

# BSR-IBCROSS<sup>1</sup>: Implementing better cross-border cooperation in transport (TENTacle Extension Stage)

## A BRIEF

DRAFT as of 23 January 2019

(Osloregionen, Eva Næss Karlsen)

### Main rationale of the project

The BSR-IBCROSS-project is going to test a new method on how to evaluate social and economic consequences of the infrastructural developments along the EU priority transport axes in a larger territorial scale. **Three cross-border areas in the BSR (Oslo-Stockholm, East-West Bothnian Bay and Öresund)** will be evaluated. The viability of future infrastructure investments in a broader perspective will be assessed, - that is:

- what kind of impacts they generate across the space,
- how they stimulate sustainable regional growth and
- what kind of response they would need from public authorities and market stakeholders to mitigate any negative consequences (e.g. spatial polarisation, migration of residents and companies to more accessible places etc.) through adequate public policy measures and business strategies.

The added value proposition is based on a unique case that the national transport planning authority (Swedish Transport Administration) addresses the outcomes of an Interreg project and leads its extension stage.

### Background

BSR-IBCROSS is a follow-up to the TENTacle project ([www.tentacle.eu](http://www.tentacle.eu)) and – in the Interreg BSR Programme terms - forms its extension stage. Following the programme requirements, it tests a transport planning instrument developed in TENTacle WP5.2 ('Impacts of the TEN-T core network corridors in the BSR').

The report, available on the TENTacle website provides a view on the implications of the core network corridors on the development of regions and on the stakeholder strategies. In contrast to the standard investment assessment methodology used by the transport planning authorities (CBA – Cost Benefit Analysis), the report proposes a new method how to evaluate long-term social and economic consequences of the infrastructural developments along the EU priority transport axes in a larger territorial scale. In the report, this method was applied to analyse impacts generated by the ongoing 'corridor megaprojects' (Fehmarnbelt link and Rail Baltica).

### Objectives

- Facilitate exchange on best practice solutions in cross-border transport planning in the Nordic area, and in the BSR at large.
- Improve cross-border transport planning routines at national and regional level in the BSR through a wider territorial perspective and a multi-actor involvement.
- Enhance intergovernmental coordination of the planning work in the cross-border sections of the core network corridors (perceived as a challenge by the European Coordinators) and along the secondary network connections to the core network corridors.
- Raise awareness of Interreg projects and their added value for transport planning in the governments of the BSR countries.

### Outputs:

- Collected and systemised transport planning experience and perspectives at various spatial levels (in the BSR, the Nordic region and for the three cross-border demonstration sites), in order to: (1) sum up the planning approach that has been made so far; (2) develop a basis for testing the TENTacle qualitative assessment in WP3; and (3) provide a reference to discussion how the transport planning approach used so far could benefit from qualitative assessments to be tested in WP3.
- Compiled documentation from the benchmark seminar in WP3.
- A consistent methodological proposal for better national and regional transport planning routines for cross-border transport infrastructure investments - based on the TENTacle model, and input from planning experience in these three demonstration cases, and discussions in the WP2 final conference.
- A final report summarising the methodology, findings and recommendations for further action.

---

<sup>1</sup> Baltic Sea Region-Interreg Baltic Cross Border Transport Planning

**Project implementation period:** 24 months (May 2019 – April 2021)

**Total budget:** 1 million EUR

**Partnership**

Formal partners	Associated organisations
PP1 (LP): Swedish Transport Administration PP2: Kvarken Council, FI PP3: Capital Region of Denmark, DK PP4: Region Örebro County, SE PP5: Luleå University of Technology, SE PP6: Norrtåg- Bothnian Corridor, SE PP7: Oslo Region Alliance, NO	Region Skåne, SE; Region Värmland, SE; Region Gävleborg, SE; Oslo-Stockholm 2.55 AB, SE; Region Zealand, DK; Finnish Transport Infrastructure Agency, Region of Ostrobothnia, FI; Region Västerbotten, SE; VASEK, FI; INAB, SE; Region Stockholm, SE; City of Helsingborg, SE; City of Helsingör, DK, Polish Ministry of Infrastructure and Construction, Region Helgeland, NO, Danish Road Administration, National Road Administration, Region Nord, NO, Region Trondelag, NO STRING, DK National Road Administration, NO Letter of intent expected from EUSBSR Coordinators for PA Transport and HA Spatial Planning

**Work structure**

**WP1: Project management and administration** (lead – LP, Swedish Transport Administration)

**WP2: Corridor approach to transport planning** (lead – LP, Swedish Transport Administration)

- **2.1: Overview of corridor governance and planning methodologies** involving local, regional and national stakeholders and feat. sustainable regional growth aspects - to identify good practice examples in Europe/world, incl. EGTC
- **2.2: Inception workshop on the status of cross-border cooperation and planning in the Nordic region**, with an outlook to the other parts of the BSR
- **2.3: Model for integrated transport planning along corridors**
- **2.4: Final conference**

**WP3: Cross-border showcases of transport planning** (lead – PP2, Kvarken Council)

The three showcases represent different development contexts and investment decision stages.

**Oslo-Stockholm** – a missing link in the core network corridors with a significant potential to capture large passenger and freight volumes between the two capital cities that are currently conveyed via air and road transport modes, respectively, and with important benefits for sustainable regional growth

**East-West Bothnian Bay** – a transport network of vital importance to the connectivity and accessibility of the northernmost parts in the BSR – with links to be potentially included in the core network corridor and links constituting perpendicular (east-west) connections fed into the core network corridors

**Öresund:** on the CNC, with a need to further integrate the two country parts of a metropolitan region and release the network capacity for long-distance freight and passenger transport via the Öresund Fixed Link.

- **3.1: Oslo-Stockholm**, lead: PP4: Region Örebro County
- **3.2: East-West Bothnian Bay**
- **3.3: Öresund area**, lead: Capital Region of Denmark
- **3.4: Interim benchmark seminar** (horizontal activity in WP3, lead: Norwegian partner?)