

Scandria® Corridor Status Report

“Final Status Report – Outline of Alliance”

Interreg Baltic Sea Region Project #R032
“Sustainable and Multimodal Transport
Actions in the Scandinavian-Adriatic Corridor”

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Executive Summary

The overall objective of work package 4 is to examine the implementation of the Scandria® Alliance, a Multi-level Governance mechanism that links and involves relevant stakeholders, as well as to provide for a permanent communication platform. Scandria® Alliance, a bottom-up governance mechanism, will mainly support the implementation of the EU TEN-T policy on the Scandinavian-Mediterranean Core Network Corridor.

This final status report provides for an extensive analysis of different multilevel governance mechanisms and structural models (see chapter 2), thus providing a basis for the discussion on how to set-up the Scandria® Alliance in a sustainable and lean manner. Although at the beginning of the analysis phase it was intended to limit the number of selected governance practices, it emerged during the course that there is a need to include further multilevel governance mechanisms to guarantee that all structure models have been examined.

The report gives an overview regarding the initial situation and developments of the Scandria® Corridor including the most important achievements. For example, the Scandria® 2Act partners achieved various declarations, such as the Scandria® Berlin Declaration for the Scandinavian-Adriatic Corridor and Joint Commitment between TENTacle, NSB CoRe and Scandria® 2Act.

Furthermore, the report states the already envisaged structure for "Scandria® Alliance based on the previous Action Programme on the Development of the Scandria® Corridor 2030. It already proposed that the Scandria® Alliance shall consist of three different organs/ bodies: (1) *the Scandria Alliance Co-ordination Board*, (2) *the Scandria Policy Forum* and (3) *the Scandria Alliance Work Groups*.

There are three main structure models of multi-level governance. Chapter 2.3 highlights the main aspects which determine the set-up the appropriate governance mechanism. In addition, the report provides a comparative analysis of main criteria that need to be discussed and agreed upon with respect to regional cooperation, in general, and with respect to the structural models of multilevel governance, in particular.

The report provides insights and benchmark analysis of different governance practices, which were used to illustrate the establishment of Scandria® Alliance. The main findings are described as follows:

- Most of the analysed organizations have an agreement based contract among each other with detailed statutes. Depending on the geographical scope, the thematic scope may differ. The finance of these organisations is based on annual membership fees. Most of these organizations publish studies/ reports, position papers and lobby at national and/or EU level.
- However, there are few organizations (i.e. IKM, BSSSC or even Baltic Development Forum (BDF) which have agreed upon an informal contract – Forum Rotating Core Group.
- Only two organizations are based on a legal body based on (EU) Regulation EGTC such as the Interregional Alliance for the Rhine Alpine Corridor EGTC and Central European Transport Corridor (CETC-EGTC).

Furthermore, the report delivers an overview of membership organizations of the selected Scandria® 2Act Partners, namely the Skåne region, Örebro County, Eastern Norway County Network (including Akershus County, City of Oslo), Helsinki-Uusimaa region and the City of Turku. All these partners have in total memberships in more than 24 organizations. These organizations have different thematic and geographic scope.

In addition, the report provides insights into the process for the set-up of the organisational structure of Scandria® Alliance. The signed Alliance Agreement is attached to this report.

Finally, the reports concludes the policy actions relevant for the Work Plan of the Alliance.

1 Introduction

Scandria®2Act backs on strategic projects with more than 10 years of continuous cooperation between the Scandinavian and North – East German regions. The transnational project approach follows an initiative and action plans of regions located along the Baltic Sea Region and stretches to the Scandinavian-Mediterranean Core Network Corridor¹.

The main objective of Scandria®2Act is to improve and foster the sustainable and multimodal transport of freight and passengers with special attention on spatial development in order to increase the connectivity and competitiveness of corridor regions whilst reducing environmental impacts caused by freight and passenger transport.

With a view to better focus on these objectives, the Scandria®2Act Partners jointly agreed to strengthen their collaboration with public and private stakeholders. Also, they aim to enhance action plans and developments within the field of multimodality and clean fuel deployment. Recently, the Scandria®2Act-partners concluded a cooperation agreement called “Joint Commitment” to coordinate the implementation of the Interreg Baltic Sea Region Programme projects NSB CoRe, Scandria®2Act and TENTacle with the projects partners of NSB CoRe and TENTacle.²

An integrated multi-level governance between national, regional and local public authorities as well as business organisations in the member countries, which would ensure a durable and coordinated co-operation, is considered key factor to achieve the transnational objectives of Scandria®2Act in the long run. This was already agreed in 2012 based on the Scandria® Action Programme containing the Vision 2030 and in collaboration with the applied TransGovernance Project.

In this respect, the success of a Scandria®-Governance mainly depends on the relevance and attention the political decision makers in the regions will give to the multi-level governance organisation. In order to base the agreement on certain technical aspects, from which further initiatives and long lasting mutual coordination of policies can develop, a focus is laid on the deployment of action plans that should be carried out in close coordination with any such on-going policy formulation and/or the development of legal provisions at national or EU level. This will ensure coherence, efficiency and promote sustainable and multimodal transport.

This report is based on a pragmatically-oriented analysis and a practical exploration and disregards academic research. Such an approach enables to enrich the partners with the sufficient practical information concerning the set-up of a Scandria® Alliance and its multi-level governance system.

2 Multi-level Governance – An Extensive Analysis

Multi-level governance describes a system made of a structure and a process for the continuous coordination among relevant governance levels of the type “public authorities” and may include private enterprises as associate members at different tiers. It aims to improve the collaboration of all relevant actors within the corridor regions in order to ensure an efficient policy-making and implementing at EU, national, regional and local level.

¹ The Core and Comprehensive TEN-T Networks as well as the Core Network Corridors are defined in the TEN-T Guidelines – Regulation (EU) 1315/2013 and 1316/2013 respectively.

² The “Joint Commitment” was signed on 13.04.2016.

2.1 Scandria® Corridor – The Current Situation

Multi-level governance systems between public authorities in member states are already in place in the context of transnational projects. They vary in structure, objectives, organisational complexity and the level of commitment.

In recent years several milestones were achieved within the Scandria® Corridor project:

- **“Scandria® Berlin Declaration for the Scandinavian-Adriatic Corridor”**, signed in Berlin in September 2010 by 17 institutions;
- **“Action Programme on the Development of the Scandria® Corridor, 2030 vision and action proposals”**, which is one deliverable of the Scandria® project of the year 2013 and deals with the modalities of corridor cooperation;
- **“Joint Commitment between TENTacle, NSB CoRe and Scandria® 2Act”** to coordinate the implementation of the Interreg Baltic Sea Region Programme projects, signed in April 2016;

The Scandria® Corridor project identified the importance of establishing a multi-level governance platform that takes care of coordinating, implementing and further qualifying the Scandria Action Program, involving stakeholders from European, national, regional and local level as well as from business, science and politics.

The same document also suggests the structure of the envisaged “Scandria® Alliance” consisting of:

- *the Scandria Alliance Coordination Board*, a coordinative body at working and strategic level;
- *the Scandria Policy Forum*, a policy platform;
- *the Scandria Alliance Work Groups* at expert level addressing relevant thematic issues.

The Scandria Alliance Coordination Board is to be responsible for coordinating the Scandria Alliance organisation. It shall ensure the communication between all stakeholders via a Web Portal and publish newsletters, initiate thematic projects and develop the organisational and financial framework. One of the main tasks is to organise the annual Scandria Policy Forum. It shall be a political event with flexible thematic focus providing a platform for political representatives from all levels.

If required, the Scandria Alliance Work Group prepares and realises joint thematic actions. The Working Group shall organise events addressing different but relevant thematic issues such as:

- Governance (e.g. European / National transport policies);
- Logistics (e.g. unit-trains, innovative transshipment technologies);
- Railways (e.g. freight and passenger rail infrastructure projects, interoperability);
- Green Corridor (e.g. alternative fuels and propulsion technologies like biogas or e-mobility);
- Economic cooperation (e.g. cluster cooperation).

In order to ensure a continuous and transparent information flow between all relevant stakeholders, a web-based communication platform has already been established under www.scandria-corridor.eu.

The Scandria® Alliance should also serve as a platform for receiving funds for flagship projects or on-going projects by European Transnational Cooperation, Horizon 2020 and/or Connecting Europe Facility.

The previous **TransGovernance Project** ³ has already applied a multi-level governance approach. It aimed to initiating a stakeholder management process and identifying joint synergy potentials between several initiatives and action plans, which were addressing transport and regional development in the Scandria® Corridor.

³ For more information see www.transgovernance.eu

Nine thematic and regional workshops organised by relevant stakeholders from private and public organizations took place in 2013 and 2014. Different ideas and issues were raised and discussed. The project elaborated a multi-level governance position paper and a theoretical framework report highlighting the interest for cooperation among stakeholders and the need of multi-level governance.

Various workshops were organised and some more are planned for 2017. The main output of these workshops, besides other strategic conclusions, was the establishment of the Scandria® Alliance, providing a regionally and transnational corridor platform, complementary to corridor platforms at the European level and providing efficient interfaces to the Scan-Med Core Network Corridor Forum. The regional workshops came to the following main conclusions:

- Major governance gaps do exist at the interface between national governments and regional stakeholders (public and private) across borders;
- Corridor approach interacts in many ways with regional transport systems or regional development issues such as urban nodes, logistics facilities, airports, ports and intermodal terminals, clean fuel and their infrastructure;
- Regions tend to focus on their specific interests and not the entire corridor and thus lack of coordination with a broader corridor context;
- Regional cooperation initiatives need to be anchored politically for better lobbying of politically wanted and technically needed infrastructure and service improvements.

In the BSR TransGovernance and Scandria®-Project, all relevant partners agreed that the Scandria® Alliance should be set up as an agreement-based cooperation between regional stakeholders. However, this was not the exclusive and final decision as further discussions took place and exchanged upon an EGTC⁴ structure model.

2.2 Structure Models – A General Overview

The following structure models for establishing a multi-level governance mechanism are:

- Forum Rotating Core Group (informal agreement)
- Agreement-based cooperation (written contract with a detailed Statutes) and
- EGTC – European Grouping of Territorial Cooperation (entity with legal personality under European law)

Since the Scandria®2Act-Partners have already extended their collaboration beyond a level of informal agreement they do not consider the above first model as a realistic option for an improved cooperation. The 2013 TransGovernance report concluded that the two other models preferentially should be taken into account. The majority of stakeholders advocated the agreement-based cooperation. It is widely applied by project initiatives in Europe. It is flexible and easy to establish and enables a strong commitment but requires a consensus process amongst stakeholders.

The EGTC is an entity with legal personality under the European law. Its main objective is to facilitate and promote territorial cooperation with a view to strengthening the Union's economic, social and territorial cohesion. It is made up of public entities (Member States including outermost regions, national regional and/ or local authorities and other public-law bodies). The EGTC also enables the participation of entities from non-EU countries if they are adjacent to a Member State involved or part of a joint cross-border, transnational or sea-basin programme.

⁴ EGTC stands for European Groupings of Territorial Cooperation which are set up to facilitate cross-border, transnational and interregional cooperation between Member States or their regional and local authorities. EGTCs enable these partners to implement joint projects, exchange experience and improve coordination of spatial planning. The legal background is set in Regulation (EU) 1302/2013.

Each EGTC is governed by its convention, which describes the tasks and competencies, roles and responsibilities of its organs, duration, dissolution, liabilities and rules for its budget. The legal basis for the EGTC is the Regulation (EC) No. 1082/2006 amended by Regulation 1302/2013 as well as the national law of the Member State, in which it is registered.

Though administrative efforts are required to set up an EGTC this model provides a legislative negotiation position at national and EU level as well as towards international financial institutions. As a legal entity the EGTC can also acquire property and employ staff.

All stakeholders have to agree on the common objectives and tasks and, if required, performance-based targets to be achieved within a defined period of time. The management team is responsible for operating the EGTC and identify thematic areas. It is of major importance that associations, which are established based on a formal cooperation model, maintain a level of accuracy and continuity in running the business operation. It mainly depends on the project vision, political support and the local or regional economic and social benefits.

2.3 Comparative Analysis – Structure Models and Main Criteria

The following table provides a comparative analysis of the main criteria that need to be discussed and agreed upon with respect to regional cooperation, in general, and with respect to the structural models of multi-level governance in particular.

Figure 2-1: Overview of the main criteria for establishing the appropriate Multilevel Governance

Criteria	Forum/Conference with rotating Core Group (informal agreement)	Agreement-based cooperation	European Grouping for territorial cooperation (EGTC)
Need for cooperation	General need of stakeholders is required for cooperation Agreement in any individual case required	Single need is sufficient to establish the cooperation Agreement in any individual case required	General need is required which justifies to set up the organisation, e.g. historic and cultural relationship, tradition, necessity to work on and coordinate joint strategies and measures for areas of common interest
Vision, Mission (objectives)	Vision: short- and mid-term Mission: Same as EGTC, but no legal body and therefore less convincing in lobbying of interests Only members and associate members can participate in projects of common interest	Vision: short- and mid- term Mission: Same as EGTC, but no legal body and therefore less convincing in lobbying of interests Only members and associate members can participate in projects of common interest	Vision: short-, mid- and long-term Mission: Facilitate and promote cross-border, transnational and/or interregional cooperation, hereinafter referred to as 'territorial cooperation', between its members as set out in Article 3(1) of Regulation (EC) No 1082/2006, with the exclusive aim of strengthening economic and social cohesion Coordination of strategies in the fields of (cross border) mobility of passengers and goods, in particular multi-modal transport and clean fuels Support of the interests of their members towards national and European institutions and programmes

Criteria	Forum/Conference with rotating Core Group (informal agreement)	Agreement-based cooperation	European Grouping for territorial cooperation (EGTC)
Tasks	Same as EGTC, but no “formal” representation of the members	Same as EGTC, but no “formal” representation of the members	<p>“Formal” Representation of the members in international institutions</p> <p>Agreement and implementing of projects of common interest</p> <p>Carrying out joint projects</p> <p>Exchange of experience (good-practice solutions) among members</p> <p>Communication of joint achievements and progress made by the members</p> <p>Establishment of thematic working groups</p> <p>Socializing among members to foster and promote cooperation</p> <p>Extend the partnership regionally, institutionally or thematically</p>
Territorial boundaries	Flexible: regional, national, cross-border, transnational	Flexible: regional, national, cross-border, transnational	<p>Flexible: at least from two Member States, cross-border, transnational and/or interregional</p> <p>Along entire territory of members, should be in line with TEN-T Core Network Corridors to have a stronger impact</p>
Members	Flexible, open for new “associate” members (public authorities and private institutions, especially from diverse industries)	Flexible, open for new “associate” members (public authorities and private institutions, especially from diverse industries)	Public Authorities responsible for territorial development, i.e. Member States, regional authorities, local authorities and bodies governed by public law
Applicable law & regulation	Not required	Not required but recommended	The law of the country of registration Regulation (EC) No. 1082/2006, amended by Regulation 1302/2013
Place of registration	Not required; could change if a “rotating secretariat” is agreed upon	Not required; could change if a “rotating secretariat” is agreed upon	Organisation <u>must</u> be registered at least at the place of one of the members
Finance	Depends on agreement, in most cases <u>no own budget</u> Contribution by providing own personnel	Depends on agreement, in most cases own budget Contribution by providing own personnel Contribution to compensate costs of secretariat or travel	<p>Own budget</p> <p>Annual fees from the Members</p> <p>Stable finance over long period</p> <p>National or European funds or grants and other contributions</p>

Criteria	Forum/Conference with rotating Core Group (informal agreement)	Agreement-based cooperation	European Grouping for territorial cooperation (EGTC)
		and hosting costs, possibly backed on a project to bear risks Contribution either equally or by size (e.g. area, population, GDP) or by interest in the agreed vision	Contributions for project-related activities Contribution generally equally shared
Liability	No liability except for declarations to be signed upon	Members are liable only for their own part	Members are liable for all activities if funds of the EGTC are not sufficient
Duration	Mid-term; regular renewal	Short – to mid-term (5 years)	Mid- to long term (10 years)
Working Methods	Depends on agreement Exchange/transfer knowledge through workshops and conferences Strengthen cooperation between members and stakeholders through projects and initiatives Regular meetings of core thematic working groups Create campaign and action plans	Depends on rules Decisions mainly are taken by General Assembly; daily business is operated by Managing Director Meetings on thematic fields Conduct surveys and proposals on several topics Position papers on topical issues	Decisions are taken by General Assembly (responsible for general strategy and annual work plan) Conduct surveys and proposals on several topics Strengthen cooperation between members and stakeholders with projects Position papers on topical issues Directing funds to corridor-related activities Apply for new EU-funded projects
Organs	Administrative high level representatives Core group of active members depends on thematic working areas	Similar to EGTC	General Assembly of all members Nominated representatives of the Members, e.g. at the level of Ministers, State Secretaries, Mayors Eventually Members of Parliaments Minimum: one director who represents the EGTC legally, Supervisory Board: Ministers, one being elected for president (or Director) for a time period Management Board: Heads of unit from Member Organisations; the secretariat general (Directorate) is allocated to the member that has the chairmanship for the same period The secretary general may also be appointed externally Supporting secretariat by one of the members or own personnel

Criteria	Forum/Conference with rotating Core Group (informal agreement)	Agreement-based cooperation	European Grouping for territorial cooperation (EGTC)
Personnel	Rotating staff of members Member's personnel contribution could range from 5% to 30% employment (project-oriented)	Staff of the members, no own personnel Member's personnel contribution could range from 5% to 100% full-time employee	Staff of the members plus personnel employed by EGTC
Languages	English or selected languages of the members	English or selected languages of the members	English or selected languages of the members

2.4 Benchmark Analysis – Status of Organisations with different Multi-Level Governance Structures (Good practice)

The strategic projects co-funded by Interreg and facilitated through the EU Baltic Sea Strategy and action plans have resulted in numerous stakeholder communication platforms and workshops. They aim at discussing common issues and solutions on different topics. Moreover, they ensure establishing and harmonising several measures and initiatives and facilitating and promoting territorial cooperation among members and regions.

The following section provides an insight into ten selected organisations with different multi-level governance structures. It is designed to identify good practice solutions, which might be adopted for the Scandria® Alliance, and also display less suitable approaches.

2.4.1 Initiative of European Metropolitan Regions in Germany – IKM

2.4.1.1 Purpose

The IKM (Initiativkreis Europäische Metropolregionen in Deutschland) was established in 2001 by 11 German metropolitan regions. The cooperation aims to represent common interests, lobbying and developing a spatial strategy in a European and macro-regional context.

Its core focus is to provide for strategical dialogue and to turn the metropolitan regions into dynamic knowledge-based economies. The initiative has no legal entity and operates within a flexible and lean multi-level administrative structure.

2.4.1.2 Thematic Scope

The initiative is characterised by its working areas, which are led by a single or two members. The thematic working areas are:

- Concepts and strategies spatial planning and development (Core Focus);
- Europe;
- internationality;
- transport and mobility;
- knowledge, innovation and education;
- monitoring;
- governance.

Figure 2-2: Initiative of European Metropolitan Regions in Germany, IKM



Source: IKM

The working group area "Transport and Mobility" is responsible for improving the quality interfaces of the transport modes between the metropolitan regions in Germany. However, as the regions have different priorities and policy commitments, it is obvious that not all members have the same thematic focus. The intensity of cooperation therefore can vary from region to region.

2.4.1.3 Location and Organs

Its secretariat is shared between 11 German metropolitan regions with a rotating office and formalized by rotating chairmanship. The strategic work plan and the budget must be approved by all members.

In the case of strategic decisions, which may imply financial aspects, members nominate team members with appropriate competencies to prepare and formulate declarations.

The office is currently managed by Hamburg Metropolitan Region. There are also two further official representatives elected from the Metropolitan Regions of Nuremberg and Rhine-Neckar.

2.4.1.4 Members and Partners

The partnership comprises of the following 11 Metropolitan Regions: Frankfurt RheinMain, Hamburg, Hannover Braunschweig Göttingen Wolfsburg, Berlin – Brandenburg, Mittel Deutschland, München, Nordwest, Nürnberg, Rhein-Neckar, Rhein-Ruhr, and Stuttgart.

Each region is represented by a high-level administrative person. The members participate in meetings and working groups to deliver a common agenda. Personnel contribution of members may vary between 5 up to approx. 30 per cent based on the project workload and individual cooperation between metropolitan regions.

2.4.1.5 Financial support

The initiative is financed by an annual membership fee of €2,500.

2.4.2 Metropolitan Exchange – METREX

2.4.2.1 Purpose

METREX was founded in 1996 at the Metropolitan Regions Conference in Glasgow, Scotland, supported by the European Commission. The initiative is based on a formal agreement contract between its stakeholders.

METREX, also known as Metropolitan Exchange, is the network of European Metropolitan Regions and Areas. It provides a platform for exchanging knowledge, expertise and experience on metropolitan affairs. It also provides a communication interface between spatial planning and development at the transnational and metropolitan region and area level in Europe.

Metropolitan regions and areas are defined as urbanised areas with a core population of 500,000 or above, including their hinterland.

Figure 2-3: Geographical area of METREX



Source: <http://www.eurometrex.org>

2.4.2.2 Thematic Scope

The initiative actively participates in the urban and regional development strategies. It prepares position papers and statements and conducts studies on regional socio-economic issues. Their main thematic scopes are spatial planning and development and metropolitan governance.

2.4.2.3 Location and Organs

The association is registered in Belgium as an international non-profit association (Association Internationale Sans But Lucratif - AISBL) under the Belgium law. This allows that the office may be moved within the Belgium territory by the decision of the managing committee of Metrex.

The association has three organs, the General Assembly, the managing committee and the secretary general. The general assembly, the supreme power of the association, is composed of all METREX

members. Each member appoints a formal representative to attend the General Assembly that takes place at least biannually. The general assembly is chaired by its president and two vice-presidents.

The managing committee has seven members who are elected biannually at the general assembly. They can serve at maximum two periods. The secretary general is the executive officer of the association who manages and represents the association in its daily business. He is appointed by the management committee.

2.4.2.4 Members and Partners

The network has members from approx. 50 metropolitan regions and areas in some 20 European countries. It is open for territorial and public organisations with interest in spatial planning and development. The managing committee can also admit regions on an observer status. They may participate in conferences and activities with the purpose to exchange knowledge but neither can attend management meetings nor vote.

2.4.2.5 Financial support

The association is financed by annual membership fees. They vary according to the classification of each member.

2.4.3 Magistrale – The "Main Line for Europe" Initiative

2.4.3.1 Purpose

The transnational pro-rail alliance is an initiative founded in 1990 to support the development of high-speed rail infrastructure along the Paris - Budapest axis. It is also known as TEN project n° 17 acknowledged by the Commission in 1995. The initiative is based on a formal agreement contract between its stakeholders.

In addition to the support for rail infrastructure developments, the initiative seeks to stress the importance of the modernisation, upgrading and maintenance of the railway axis.

Figure 2-4: Magistrale Initiative – the Main Line for Europe: Paris-Budapest Rail Axis



Source: <http://www.magistrale.org>

2.4.3.2 Thematic Scope

The initiative actively participates in the design of railway hubs, transport systems and in urban and regional development strategies. It prepares position papers and statements. Furthermore, it conducts studies on regional socio-economic aspects under Interreg projects. Its main thematic scope is:

- TEN-T policy on railway infrastructure and developments;
- Support implementation of TEN-T project 17;
- Improvement of railway accessibility along the railway axis.

2.4.3.3 Location and Organs

The office is located in Karlsruhe (Germany) and is composed of the following organs:

- one chairperson (currently the Mayor of Karlsruhe);
- two deputy chairpersons;
- one managing director.

2.4.3.4 Members and Partners

Currently, the initiative has 27 members representing several cities, regions and chambers of industry and commerce along the railway axis. In addition, the initiative can back on governmental bodies acting as “partners”. This supports to shape the conception, planning and realization of local and regional railway connections since these stakeholders influence the infrastructure development and can lobby at the national and EU level.

2.4.3.5 Financial support

Information was not available.

2.4.4 Interregional Alliance for the Rhine-Alpine Corridor EGTC

2.4.4.1 Purpose

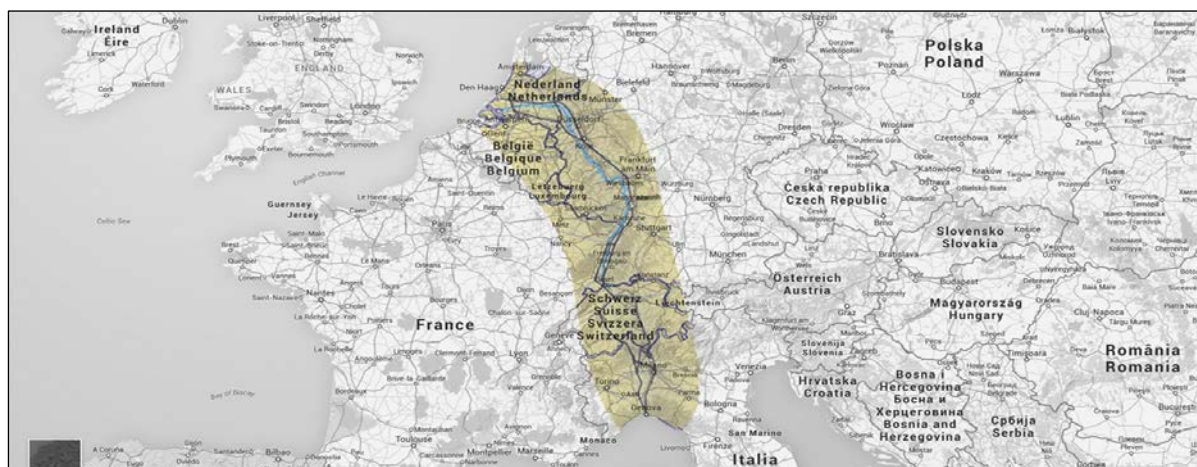
The Interregional Alliance for the Rhine-Alpine Corridor EGTC established in 2015 is a follow-up of the INTERREG project “Code 24 – Corridor Development Rotterdam-Genoa” (2010-2015), a bottom-up strategic initiative. The entity’s governance model is based on the EGTC model. It ensures legitimate negotiations at national and EU level and for further EU Project funding. The main purposes of the EGTC are to facilitate and promote the transnational cooperation between the members and coordinate the territorial and integrated development of the multimodal Rhine-Alpine Corridor from a regional and local perspective.

2.4.4.2 Thematic scope

The Alliance has the following thematic scope:

- combining and focusing the joint interests of its members towards national, European and infrastructure institutions, by deploying joint lobbying activities for the corridor and representing the EGTC at the EU Rhine-Alpine Corridor Forum;
- evolution of the joint development strategy for the multimodal Rhine-Alpine Corridor;
- directing funds to corridor related activities and projects by gathering sufficient information regarding funding opportunities and applying for new EU-Funded projects and joint management of EU-funds;
- providing a central platform for mutual information, exchange of experience and encounter by maintaining the website and taking charge of the Corridor Information System, developed within the project CODE 24;
- improving the visibility and promotion of the corridor by organizing workshops and publishing brochures and papers

Figure 2-5: Interregional Alliance for the Rhine-Alpine Corridor EGTC, Corridor Geography



Source: <http://egtc-rhine-alpine.eu/de/>

2.4.4.3 Location and Organs

The Interregional Alliance for the Rhine-Alpine Corridor EGTC is located in Mannheim, Germany. The organs are the General Assembly, the Director and the Managing Committee.

The General Assembly comprising of all members elects the Managing Committee. It consists of a chairperson, two vice chairpersons and the Managing Director. The functions currently are held by

- the Vice Governor of the Province of Gelderland (Chair);
- the Deputy Director of the Regionalverband FrankfurtRheinMain (Vice Chair); and
- the Secretary General of Confindustria Piemonte (Vice Chair).

The General Assembly is the decision-making body of the EGTC. It decides on the general strategy, the annual work plan and budget and approves the annual statement of accounts. It is further entitled to establish an external Advisory Board. The Managing Director is not a member of the Assembly and does not have the right to vote.

2.4.4.4 Members and Partners

Members are exclusively public authorities (see Figure 2.6).

The EGTC convention describes also the liability of the members, the duration and dissolution of the EGTC, joining of new members along the corridor and from third countries. The Alliance complies with the regulation (EC) No. 1082/2006 as well as with the national law of Germany and the state of Baden Württemberg, where the Alliance is registered.

Figure 2-6: Interregional Alliance for the Rhine-Alpine Corridor EGTC, Overview of Members

Members	
1. Port of Rotterdam Authority	11. City of Karlsruhe
2. Province Gelderland	Regionalverband Mittlerer Ober-
3. Province Zuid Holland	rhein
4. Port of Antwerp	Regionalverband Südlicher Oberr-
5. Duisburger Hafen AG	hein
Regionalverband	14. City of Lahr
6. FrankfurtRheinMain	15. Kanton Basel-Stadt
7. Verband Region Rhein-Neckar	16. Regione Piemonte
8. City of Mannheim	17. Uniontrasporti
9. Port of Strasbourg	18. Regione Lombardia
10. Technologie Region Karlsruhe GbR	19. Regione Liguria

Source: <http://egtc-rhine-alpine.eu/de/organisation/members/>

2.4.4.5 Financial support

The Interregional Alliance for the Rhine-Alpine Corridor EGTC is financed by annual membership fees amounting to €7,000. The EGTC is liable for all its debts. In case that the assets of the organization are insufficient to meet its liabilities, members shall be liable in equal parts to the debts irrespective of the nature of the debts.

Co-funded Projects

Being responsible for directing EU-funds to the corridor, EGTC was able to initiate recently further projects co-funded by the EU, i.e.:

- RAISE-IT Rhine-Alpine Integrated and Seamless Travel Chain (Jan. 2017 - Dec. 2019), Project volume: EUR 1,67 Mio.
- ERFLS – European Rail Freight Line System (Dec. 2015 - Nov. 2018), Project Volume: EUR 1,25 Mio.

2.4.5 European Coordinators for TEN-T Core Network Corridors and the "Corridor Forum"

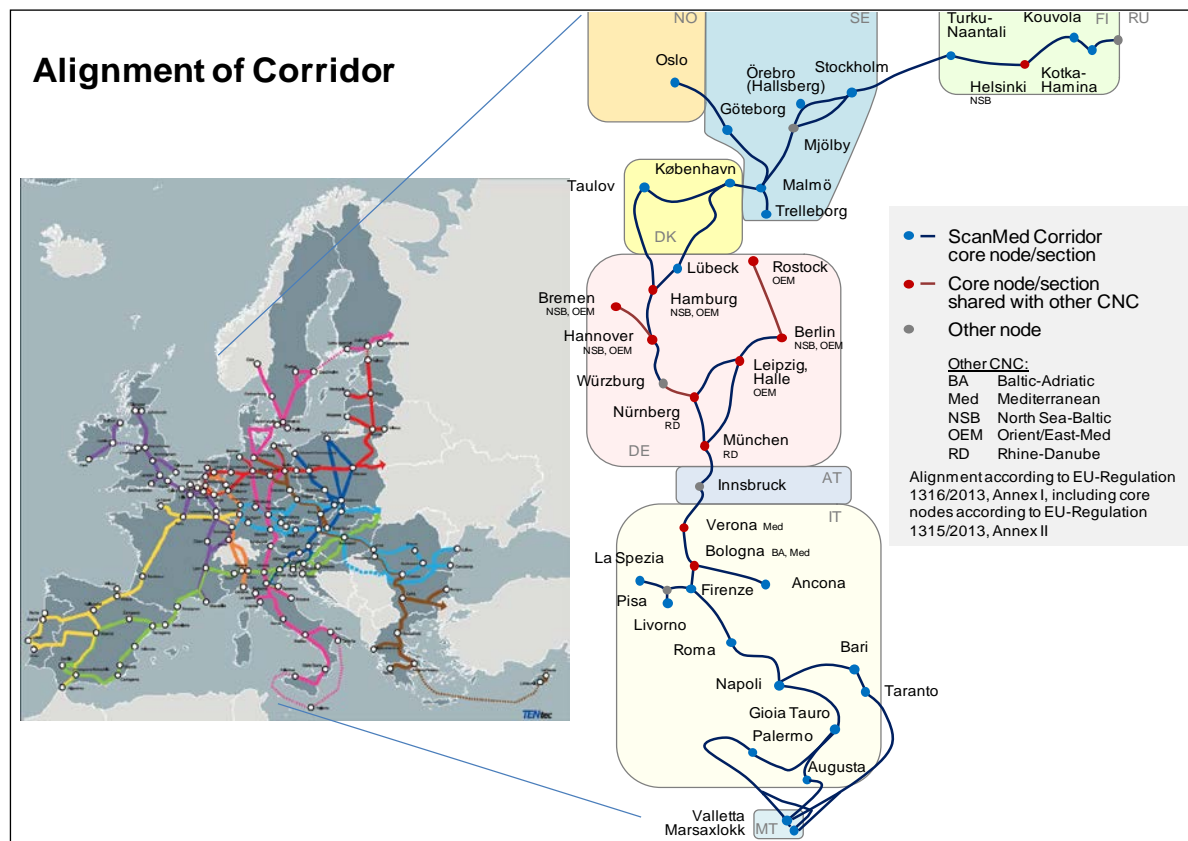
2.4.5.1 Purpose/ Output

In 2014, European Coordinators for the nine TEN-T Core Network Corridors (CNC) were appointed according to Regulation (EU) No 1315/2013, Article 45 and 46. Each Coordinator is responsible for one of the nine CNC's. Two more European Coordinators were appointed for the coordination of the ERTMS deployment and the development of the Motorways of the Sea (MoS). Their tasks include the coordinated implementation of the CNC in question and a coordinated and synchronised approach with regard to investment in infrastructure, management capacities in the most efficient way.

Detailed tasks of the European Coordinator(s) are defined in Article 45, N° 5. Among other things the European Coordinator may consult, together with the Member States concerned, regional and local authorities, transport operators, transport users and representatives of civil society in relation with the work plan and its implementation.

The consultation takes place in particular though not exclusively in the "Corridor Forum", to which members are appointed by the Commission and the Member States. Corridor Fora have been regularly convened in Brussels since 2014. In addition, working group meetings were carried out on specific issues. Conclusions were reported to the Corridor Forum in question.

Figure 2-7: Alignment of the Core Network Corridor ScanMed



Source: European Commission, KombiConsult

2.4.5.2 Thematic scope

The main themes of the European coordinators for TEN-T Core Network Corridors are:

- TEN-T policy on railway infrastructure and its developments
- Improvement of railway accessibility along the railway corridors
- Improving and deploying of interoperable traffic management systems
- Innovation and new technologies (Regulation (EU) 1315/2013, Article 42)
- Multimodal transport
- Territorial cooperation, with a focus on: modal integration
- Transport infrastructure, in particular in cross-border sections and bottlenecks
- City logistics, electro mobility and Urban mobility

2.4.5.3 Location and Organs

It is located in Brussels, Belgium. The organs of the Corridor coordination are the Advisor to the European Coordinator (permanent staff of the Commission); the Secretariat (hired consultancy team); the Member States in the "restricted" part of the Corridor Forum; and the other Members in the Corridor Forum; Working Groups with topic specific membership may be set up with the agreement of the Member States.

The Forum is generally open for new members if their interests are related to the scope of the TEN-T Regulation and their participation agreed upon by the Member States (Art. 46, N° 1).

2.4.5.4 Members and Partners

Members supporting each European Coordinator are the Member States of that CNC and the members of the Corridor Forum, e.g. managers of rail, road and inland waterway infrastructures, airports, sea- and inland ports, regions and municipalities.

2.4.5.5 Financial support

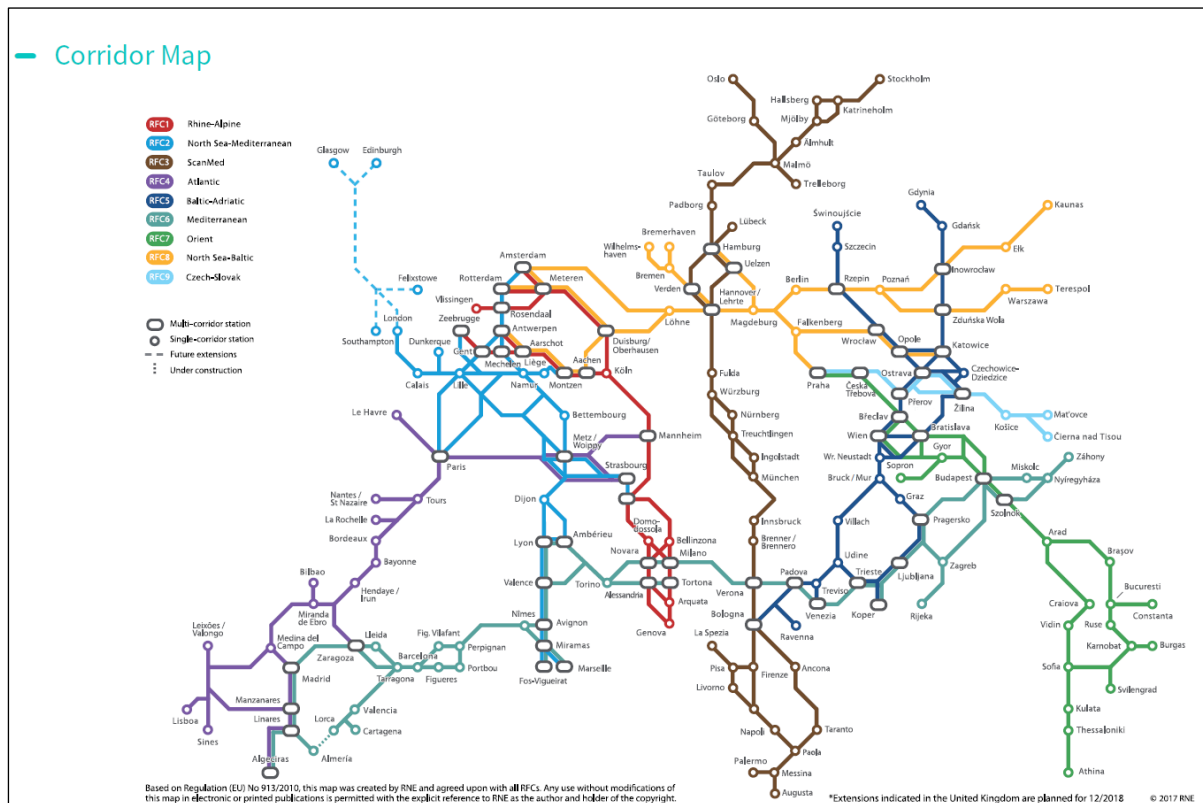
The work is financed by the European Commission for the part of the European Coordinator and the secretariat, while the other organisations participate in the Corridor Fora on their own expenses. Travel costs are not reimbursed.

2.4.6 Rail Net Europe – RNE

2.4.6.1 Purpose

The association was established in January 2004 under the Austrian law based on a contract agreement. The objective is to represent the Members as an association for facilitating international rail traffic on the European rail infrastructure. RNE further supports the members in compliance issues in regard of the European legal framework. It does not conduct any operational activities itself but provides for a communication platform and network for the members and associates at international level.

Figure 2-8: Rail Net Europe, Network Statements



Source: RNE

2.4.6.2 Thematic scope

The Working Groups deal mainly with the following field areas:

- Provision of legal, technical and commercial information on the European railways infrastructure
- Improvement of railway undertakings information processes, including performance and traffic management and timetabling
- Consultation and operations management

2.4.6.3 Location and organs

The RNE joint office is based in Vienna. The main organs are the general assembly, the managing board and the secretariat.

2.4.6.4 Members and Partners

When the association was founded it had 16 rail infrastructure managers as members. Currently, the organisation includes 35 full members from 25 different countries and 9 associate members (Rail Freight Corridors). There are three types of membership:

- Full membership
- Associate membership
- Candidate Membership (does not have the right to vote and after one year they have to apply for either a full membership or associate membership).

This classification reflects differences in the national legal framework as concerns the separation of infrastructure and operational functions of railways.

RNE has become a member of the PRIME Platform, which is organising the dialogue between the European Commission and the infrastructure managers.

2.4.6.5 Financial support

The association is financed by membership fees. Furthermore, TEN-T EA / INEA (Innovation and Networks Executive Agency) provides project funds.

2.4.7 Association of Polish Regions of Baltic-Adriatic Transport Corridor

2.4.7.1 Purpose

The association was established in 2010 based on an agreement cooperation between seven Polish regions located along the Baltic Adriatic Corridor. The main purpose is to represent regional governments' interests at national and international level and participate in EU projects as a single entity.

2.4.7.2 Thematic scope

The association has the following thematic scope:

- Promotion of the Baltic Adriatic corridor development zone
- Consistency of the Interregional strategic and spatial planning in the corridor area
- Monitoring the ongoing and planned transport infrastructure investments
- Initiation of projects targeting the economic development zone of the corridor
- Initiation of actions for further corridor development and transport improvements (i.e. inland waterway, rail, intermodal technology)

2.4.7.3 Location and organs

The association is located in Gdansk in Poland.

Organs: n/a

2.4.7.4 Members and Partners

The association is composed of the following regions: Kujawsko-Pomorskie, Łódzkie, Śląskie, Mazowieckie, Wielkopolskie, Pomorskie, Małopolskie, Zachodniopomorskie. In addition, the association is supported by public and private stakeholders such as sea port Authorities, airports, rail and intermodal operators, container terminals, agencies and federations.

2.4.7.5 Financial support

n/a

2.4.8 Mälardalsrådet

2.4.8.1 Purpose

The council for the Stockholm Mälar region unites county councils and municipalities in the Stockholm Metropolitan area and serves as a platform for promoting strategic common interests.

2.4.8.2 Thematic scope

It has the following thematic scope:

- Knowledge and skill development
- Transport and infrastructure
- International learning and benchmarking

2.4.8.3 Location and organs

It is located in Stockholm. The secretariat is led by a Secretary and five employees.

2.4.8.4 Members and partners

The council is a collaboration of 57 municipalities in the Stockholm region, 5 counties (Örebro, Västmanland, Uppsala, Sörmland and Stockholm) and 5 associate members.

2.4.8.5 . Financial support

n/a

2.4.9 CPMR – Baltic Sea Commission

2.4.9.1 Purpose

The Baltic Sea Commission, established in 1996, is the backbone of the Conference of Peripheral Maritime Regions of Europe (CPMR⁵). It was constituted on an agreement-based contract. The association aims to creating a forum for sharing common issues and concerns and to promote joint interests within the Baltic Sea region. Together with further CPMR Commissions, it ensures a strategic networking at high level through bilateral meetings with Commissioners of EU, Ministers and other regional presidents.

It prepares position papers and acts as a lobby for Baltic Sea regions, especially by promoting common interests towards EU organisations (e.g. DG MOVE) and national governments.

⁵ “The association CPMR is a unique organisation, being sub-divided into six Geographical Commissions, corresponding to Europe’s maritime basins, Atlantic Arc, Balkan and Black Sea, Baltic Sea, Mediterranean, Islands, and North Sea. The Political Bureau is the main decision-maker of the CPMR. Meeting twice a year, it proposes policy guidelines for the General Assembly and implements decisions. Only politicians are allowed to sit on the bureau and are granted voting rights. The Member Regions from each country nominate a representative and a substitute Member to the Political Bureau. All of the CPMR Member Regions meet once a year in a General Assembly that adopts policy guidelines and the budget. The Assembly is chaired by the CPMR President.”

Figure 2-9: Baltic Sea Commission, Map of Member Regions



Source: CPMR

2.4.9.2 Thematic scope

The Baltic Sea Commission has four Working Groups each of them dedicated to a specific issue, as follows:

- Transport Working Group (i.e. Accessibility, Review of EU Transport policy “White Papers”, Funding, TEN-T and Connecting Europe Facility, Clean Transport,
- Energy Working Group (i.e. Energy policy, renewable energy,)
- Maritime Working Group (Sustainable maritime economy, Coastal management and marine environment, Education and training, and Environmental issues)
- Multilevel Governance Working Group (Establishment of a communication platform between its actors from a pan-European perspective to implement EU policies and strategies).

2.4.9.3 Location and organs

The Baltic Sea Commission is located in Rennes in France, where the Conference CPMR is registered. It consists of the following organs:

- President and two Vice Presidents
- Executive Secretary and Executive Committee
- Annual General Assembly
- Working Groups

The presidents are elected by the full members of the Baltic Sea Commission Executive Committee for two years. The executive secretary elected for the same period of time is responsible for the day-to-day work. The executive committee is responsible for the on-going works and strategic directions of

the commission. It monitors the progress of the thematic working groups and also prepares decisions for the general assembly.

The general assembly meets once a year and is responsible for the commission's work plan and the budget. It also approves any resolution before submitting it to the CPRM General Assembly.

The Baltic Sea Commission has four Working Groups. Each Working Group is politically led by a chair and 2 vice chairs. The chairs are supported by an adviser, who is an officer from the member region. The Working Groups are open to elected representatives and officers from all Member Regions of the Baltic Sea Commission. They meet twice annually in Brussels and, in addition, on a regular basis with further working groups from other CPMR Geographical Commissions. They support the CPMR General Secretariat in preparing technical and policy papers on different topics.

2.4.9.4 Members and Partners

The Baltic Sea Commission unites 21 regions from six countries around the Baltic Sea (Estonia, Finland, Germany, Norway, Poland and Sweden). Membership applications are considered and approved by the CPMR's Political Bureau, which meets twice a year.

2.4.9.5 Financial support

The Baltic Sea Commission is financed by fees claimed from full and associate members. Their calculation is based on member's regional population and GDP. The expenditure of the commission is administered by the Political Bureau with the Secretary General of the Conference.

A minimum fee is fixed each year for the smaller regions, and special provisions are applied for poorer regions and associate members. The total budget is comprised of a general budget, which covers the running costs of the conference, and supplementary budgets, which are financed either from supplementary dues fixed by regions concerned or by research or assignment contracts concluded by the commission in cooperation with the European Commission.

2.4.10 Central European Transport Corridor EGTC Ltd. – CETC-EGTC

2.4.10.1 Purpose

This initiative is an inter-regional agreement signed in April 2004 between several regions to establish the Central European Transport Corridor. All parties involved committed to develop, through their joint activities, the multimodal transport system and infrastructure, ensuring sustainable growth and improving competitiveness across the regions. This includes the main transport routes including E-65, railways and inland waterways. Since April 2014, the initiative is organised as an EGTC.

2.4.10.2 Thematic scope

The thematic scope of the initiative is focused on the regions of the CETC-ROUTE 65 area:

- Railway infrastructure and its developments
- Improvement of railway accessibility along the entire corridor
- Introduction of Innovation transport solutions and new technologies

Figure 2-10: CETC – Regional Geography



- Promotion of development of intermodal and multimodal transport, including urban nodes and missing links
- Territorial cooperation, with a focus on: modal integration
- Improvement of ferry connection across the Baltic Sea, linking Northern Europe with southern Europe.

2.4.10.3 Location and Organs

The initiative is based in Szczecin in Poland. It comprises of the following organs

- President and two Vice Presidents
- Technical Secretariat
- Interregional Steering Committee Workgroup

The technical secretariat is based in Szczecin with the task of supporting the Steering Committee. The Interregional Steering Committee consists of political representatives from each member region. Each region appoints two members and two deputies to the committee. The members have the right to name their chairman and two deputies, who constitutes the presidium.

2.4.10.4 Members and Partners

Following member regions represent the initiative:

No	Partner Region	County
1.	Skania	Sweden
2.	Zachodniopomorskie	Poland
3.	Lubuskie	Poland
4.	Dolnośląskie	Poland
5.	Opolskie	Poland
6.	Hradec Kralove	Czech Republic
7.	Trnava	Slovak
8.	Bratysława	Slovak
9.	Gyor-Moson-Sopron	Hungry
10.	Vas	Hungry
11.	Zala	Hungry
12.	Varazdin	Croatia
13.	Koprivnicko-krizevacka	Croatia
14.	Zagrzeb	Croatia
15.	Zagrebacka	Croatia
16.	Karlovska	Croatia
17.	Primorsko-goranska	Croatia

The initiative also welcomes any interested region that aims to join the CETC. In this case, the approval and decision need the consent of the members.

2.4.10.5 Financial support

The initiative is financed by membership fees. Each member bears the cost of its participation in the CETC. The costs of committee meetings are borne by the region holding the presidency.

Co-funded Projects

EGTC was able to join two EU-funded projects as an associate partner though without receiving financial support:

- TENTacle – an Interreg Baltic Sea Region Programme - €3.5 million
- NSB Core – an Interreg Baltic Sea Region Programme - €3.5 million

2.5 Scandria®2Act Partner Organisations

This section provides an overview on the organisations of the selected Scandria®2Act partners involved in Work Package 4. The partners are:

- Region Skåne;
- Region Örebro County;
- Eastern Norway County Network (ENCN) and including both Akerhus County and City of Oslo;
- Helsinki-Uusimaa Regional Council;
- City of Turku;
- Joint Spatial Planning Department Berlin-Brandenburg.

The project partners are members of more than 24 organisations. Amongst others, these organisations have a focus on transports and logistics as well as infrastructure. The majority of organisations aim at providing a communication platform to transfer knowledge and good practices between members and addressing common issues at national or EU level.

Most organisations have no legal body. Their members are high-level representatives, mainly from administrative level. Some organisations exclusively are composed of public authorities, others include private enterprises. The collaboration is formalized mainly as multilateral agreements with detailed statutes. Members jointly define their strategy, missions and challenges aiming at ensuring a continuous and sustainable cooperation at different levels.

Most of the organisations have established Thematic Working Groups. The scope includes the following issues:

- Infrastructure and alternative fuels infrastructures
- Clean transport and Transport policy
- Tourism and Maritime transports
- Spatial Planning and Development
- Science and development including Innovative transports
- Public transports, urban mobility and city logistics
- Urban node and Freight village
- Mobility and operative mobility management
- Intermodal and multimodal freight and passenger transports
- Railways (Passengers & Freight)
- Branding and international marketing for attracting tourism, investments and talents
- Integrated Labour Market and removing border barriers

The 24 organisations are briefly characterised in the following section:

Greater Copenhagen Skåne Committee (GCSC)

The Greater Copenhagen & Skåne Committee is a political collaboration connecting Southern Sweden and Eastern Denmark. The members of the committee include Region Zealand, Capital Region of Denmark and Region Skåne. The committee counts 46 Danish municipalities and 33 Swedish. The

organisation aims to eliminating the cross-border barriers that prevent economic growth and business development in the region.

STRING – Southwestern Baltic Sea Region Transnational Area Implementing New Geography

STRING is a political cross-border cooperation with partnerships between Hamburg and Schleswig-Holstein in Germany, the Capital Region of Denmark, Region Zealand, and the City of Copenhagen in Denmark, and Region Skåne in Sweden. These partners seek to create joint politics and initiatives to strengthen the regional development by working on a common agenda concerning infrastructure, green growth, cross-border barriers, science and research and tourism.

The Scandinavian Arena (DSA)

The Scandinavian Arena is a political collaboration between the cities of Oslo, Gothenburg, Copenhagen and the Öresund region. The initiative of this collaboration was taken in 2000 by the Swedish Ministry of Foreign Affairs and a political collaboration committee composed of representatives from Norway, Sweden and Denmark. The aim of the Scandinavian arena is to intensify cooperation between the Gothenburg-Oslo and Öresund regions and to exploit the unique potential and enormous opportunities especially in the fields of infrastructure and culture.

The Scandinavian Arena also operates as the political steering group for the Scandinavian 8 Million City COINCO II, a project within the scope of INTERREG IVA 2007-2013. This non-governmental organisation actively supports a network of companies, institutions and professionals in the Baltic Sea region. Its goal is to strengthen economic and political international partnerships between the Nordic and Baltic countries, Germany, Poland and Northwest-Russia.

Central European Transport Corridor (CETC-EGTC)

The initiative of cross border regional co-operation is called the Central European Transport Corridor denominated as CETC. The aim is to establish favourable transport and development conditions for the Central European Transport Corridor, benefitting all regions and their citizens (*see chapter 2.4.10 for detailed information*).

Conference of Peripheral Maritime Regions (CPMR)

The CPMR unites some 160 regions from 25 states. All are located in European Union and beyond. It operates both as a think tank and as a lobby for Regions. It focuses mainly on social, economic and territorial cohesion, maritime policies and blue growth, and accessibility (*see chapter 2.4.9 for detailed information*).

Company Oslo-Stockholm 2.55 AB

Oslo-Stockholm 2.55 AB is an association established by Karlstad Municipality, Region Värmland, Region Örebro County and Örebro Municipality. Each owns 25 per cent of the company. The main purpose of the company is to coordinate and accelerate the work for a reliable and rapid rail link between Oslo and Stockholm. The company is financed by its owners through annual membership fees. The company comprises the following organs: Chief Executive Officer and a board consisting of equal representatives of the owners. Currently, the chairperson of the board is Björn Sundin, who is the public buildings commissioner for Örebro municipality.

Project Bothnian Corridor

The Bothnian Corridor stretches out on both the Swedish and the Finnish side of the Bothnian Gulf. It connects several transnational links in Sweden, Finland, Norway and Russia. The partners are the five northernmost regions in Sweden (Norrbotten, Västerbotten, Jämtland, Västernorrland and Gävleborg) and Örebro County. They consider transforming the existing project into a more permanent structure.

Mälardalsrådet

The Council serves as a platform for some 57 municipalities and 5 regions between Örebro and Stockholm (Örebro, Västmanland, Uppsala, Sörmland, and Stockholm). The council also co-operates with other stakeholders to conduct studies, for example, on infrastructure and transport.

CLOSER

CLOSER is a Swedish national arena for transport efficiency. The arena is part of Lindholmen Science Park AB. The work is carried out within three working groups: Sustainable Transport Corridors, High Capacity Transports and Urban Mobility.

METREX

METREX (Metropolitan Exchange) is the network of European Metropolitan Regions and Areas (see chapter 2.4.2 for detailed information).

IKM - Initiativkreis Europäische Metropolregionen in Deutschland

IKM (Initiativkreis Europäische Metropolregionen in Deutschland) was established in 2001 by eleven German national metropolitan regions. This kind of co-operation aims to represent common interests, to lobby and develop a spatial strategy in an European and macro-regional context (see chapter 2.4.1 for detailed information).

Baltic Sea States Sub-regional Cooperation (BSSSC)

The Baltic Sea States Sub-regional Co-operation (BSSSC) is a political network for regional authorities (sub-regions) in the Baltic Sea Region. The organisation was founded in Stavanger, Norway, in 1993. The current members are regional authorities (below the national level) of ten Baltic Sea littoral states: Germany, Denmark, Finland, Sweden, Norway, Poland, Latvia, Lithuania, Estonia and Russia.

It has a rotating chairmanship system. The main organisational bodies are the Chairperson (elected by the Board on a rotational basis for a two-year period), the Board consisting of two representatives of each of the BSR countries, the Secretariat that follows the Chairperson and ad-hoc working groups. The main BSSSC event is the annual conference used to be convened in early autumn. The Chairmanship for the period 2017 – 2018 is member of the organization Eastern Norway County Network.

ARC Airport Region Conference

The Airport Regions Conference was established in 1994 as a non-profit association whose purpose is to intensify cooperation among larger airport regions at European level.

HyER (Hydrogen Fuel Cells and Electro-mobility in European Regions)

HyER, the European Association for Hydrogen and fuel cells and Electro-mobility in European Regions, was established in collaboration with the European Commission in 2008. HyER is representing more than 35 regions and cities. It supports the deployment and uptake of hydrogen and fuel cell technologies and electro-mobility in Europe. The objective is to reduce carbon dioxide emissions and enhance environment protection as well as economic growth and employment.

Oslo Region European Office (ORE)

The office is located in the Nordic House in Brussels. Its aim is to promote the interests of its members in the European regional cooperation. One of the main priorities is the development of projects towards European funding programmes. This includes consortia building and proposal writing.

ENCN - Eastern Norway County Network

The Eastern Norway County Network is a co-operation between eight counties in Norway: Akershus, Buskerud, Hedmark, Oppland, Oslo, Telemark, Vestfold and Østfold. The network is designed to carry

political or administrative tasks, which the counties agree to solve in common. Permanent political committees and administrative groups exist for the following areas: transport and communications; education and competence; international co-operation. ENCN has its own secretariat, which is a service and coordination body for the board, the committees and various groups. The secretariat is located in the county administration of Akershus.

EUROCITIES

EUROCITIES was established in 1986 by the mayors of six large cities: Barcelona, Birmingham, Frankfurt, Lyon, Milan and Rotterdam. Its members are elected by local and municipal governments.

Today, the network comprises of local governments of over 130 large cities and 40 partner cities representing some 130 million citizens across 35 countries. The network offers a platform for sharing knowledge and exchanging ideas through six thematic forums, a range of working groups, projects, activities and events.

EMTA (TRANSPORT)

The Association of European Metropolitan Transport Authorities (EMTA) was created in 1998. Its purpose is to provide a platform for exchange of experiences and transfer knowledge between public authorities, in particular for those responsible for planning, integrating and financing public transport services in large European cities.

BalMed (Baltic Metropolises)

Baltic Metropolises Network is a joint voice of the capitals and major cities of the Baltic Sea Region states. The network links 10 cities of distinguished culture and history: Berlin, Helsinki, Malmö, Oslo, Riga, Stockholm, St. Petersburg, Tallinn, Vilnius and Warsaw.

Baltic Development Forum (BDF)

Baltic Development Forum (BDF) is a think-tank and network for high-level decision makers from business, politics, academia and media in the Baltic Sea Region. It aims to facilitating collaboration, developing regional policy and stimulating growth and competitiveness in the Baltic Sea Region. BDF follows the principles for 'good foundation governance' outlined by the Danish Business Authority. Its main thematic areas are: Energy, Digital Economy, Regional Promotion and Water & Blue Growth.

AIKO – Alueellisten innovaatioiden ja kokeilujen käynnistäminen

AIKO, a Finnish national funding framework and new toolkit for launching regional innovations and experiments, was established in 2015 by the Ministry for Employment and the Economy. The new tool is an instrument aiming at agile experiments and improvements of business resilience. The projects are decided by the regional councils on the basis of an implementation plan in the regional programme and a structural change plan. The use of AIKO's funding is to be based on the national priorities for development in the regions, the regional programmes and the smart specialisation strategy.

Helsinki Metropolitan Smart and Clean Foundation

It was founded by the Finnish Innovation Fund Sitra with an operating period of 5 years (2016-2021). The initiative aims to promote the development of green transport.

FinEst Transport Initiative

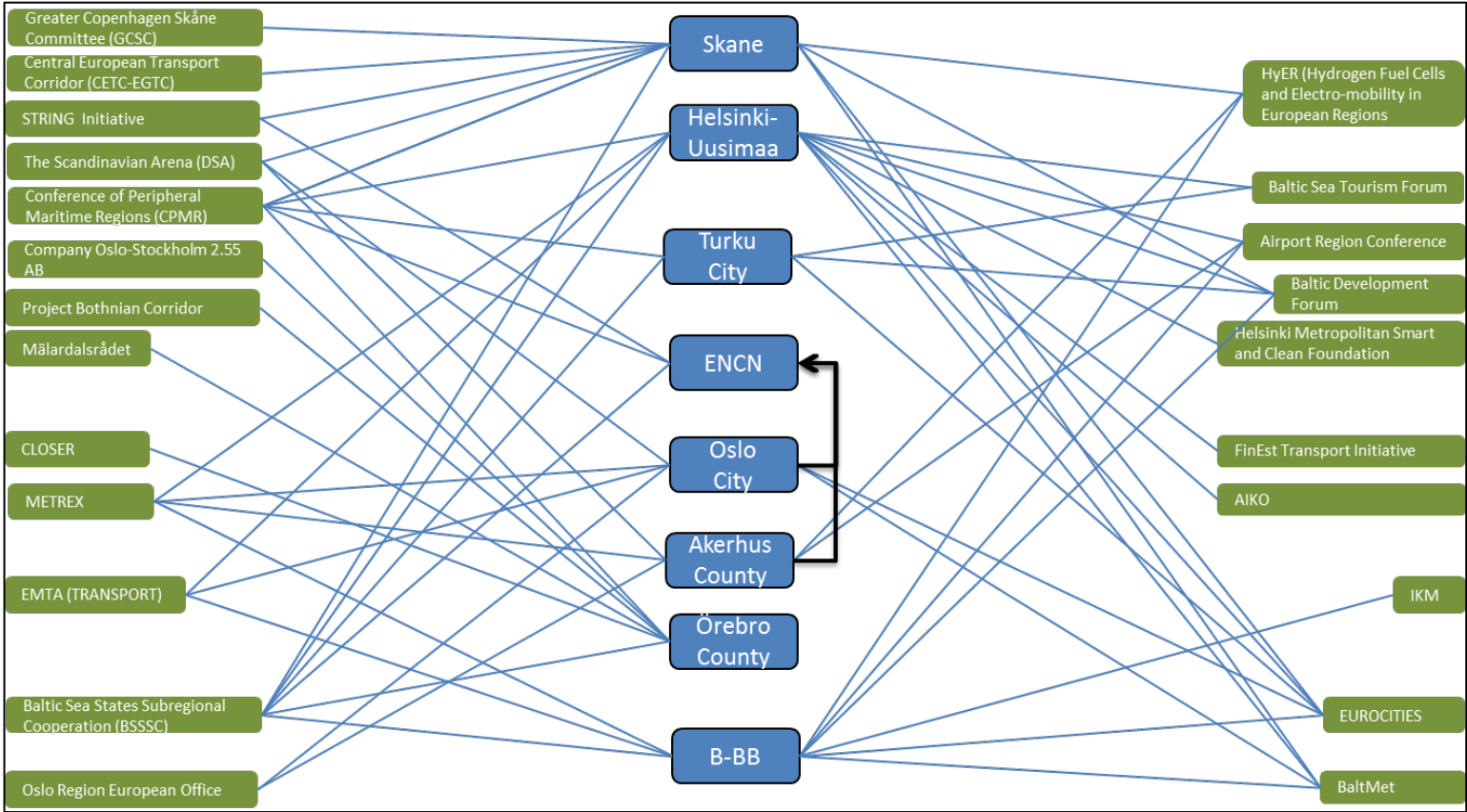
The Finnish-Estonian initiative is based on a trilateral MoU between both states.

Baltic Sea Tourism Forum

The Baltic Sea Tourism Forum is a platform for exchanging experiences and strengthening co-operation within the field of tourism in the Baltic Sea region.



Figure 2-11: Membership Organizations of the selected Scandria®2Act Partners with focus on transport and logistics



Source: KombiConsult

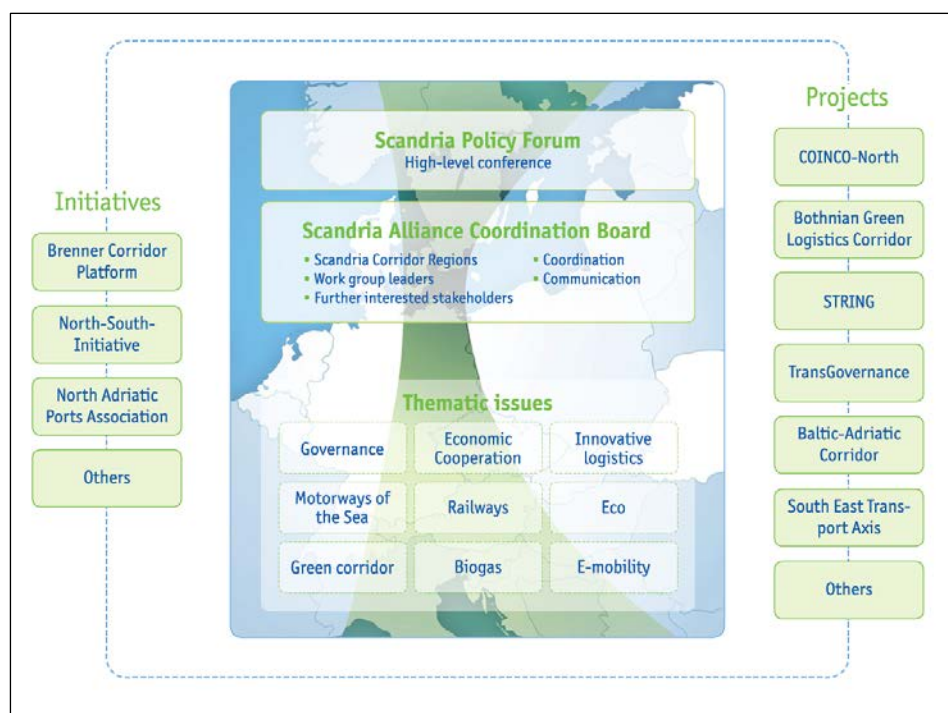
3 Process towards and final status of Scandria® Alliance

The current status of Scandria® Corridor, including the comparative analysis of different Multilevel Governance structures presented in the previous chapters, provide an adequate information and insight on how to set up the Scandria® Alliance organization.

The transnational added value of Scandria®2Act comes with the cooperation of key regional transport and freight nodes along the ScanMed Corridor. Compared to previous initiatives and projects, the Scandria®2Act partnership covers the northern part of the ScanMed Core Network Corridor completely, from Oslo via Gothenburg and Copenhagen to Germany including Rostock and Berlin-Brandenburg. The linkage of these urban and freight nodes with different transport modes is critical for the effectiveness of the ScanMed Core Network Corridor, in particular with respect to the regional development and social cohesion along the entire corridor.

It is paramount that the bottom-up initiatives developed by Scandria® Alliance Partners are coherent with the objectives of the TEN-T Policy, well aligned with the ScanMed Core Network Corridor and do not lose momentum, especially at EU level. The establishment of a Scandria® Alliance model depends on several factors. Each model has benefits and disadvantages. There is no “one-fits-all” model available. The following figure illustrates a model suggested by the TransGovernance project.

Figure 3-1: Suggested Scandria® Alliance Model



Source: Scandria – Action Programme on the Development of Scandria®Corridor, 2012

With respect to the vision and objectives of the organization the following issues have been addressed by the Scandria Alliance Core Group in order to set-up an appropriate governance mechanism:

- What is our vision and mission?
- Do we need a formal representation?

- Do we need lobbying at EU level and political support to achieve our objectives?
- What is our thematic scope?
- Should the membership exclusively comprise of public authorities, or also include private stakeholders?
- Should the size of members be limited and definite from the beginning?
- Do we need or want to adjust the corridor geography (inclusion of new members)?
- How do we want to finance the management and joint activities?
- Do we intend to further develop an area or implement a project co-financed by the EU?
- What is the appropriate location of registration?
- Do we need a dialogue with public authorities and private stakeholders?
- Do we need central fora?

In order to ensure that the organization is efficient, the multi-level governance structure should have the following main characteristics:

- A **lean** organisational set-up is cost efficient and thus accounts for public budgets constraints;
- The structure should be **effective** to ensure that defined tasks can be fulfilled within the available budget and time;
- A **participative** structure will encourage members to actively collaborate and implement projects with common interests;
- The structure should be **flexible** to allow for variations in the geographic and thematic scope;
- The structure should be **complementary** to avoid any duplication of or conflict with existing structures such as the TEN-T Corridor Fora or the Rail Freight Corridor Boards. It should only complement with regional and local perspectives and thus ensure a bottom-up approach.

It was therefore concluded by the founding members to formulate a **Scandria®Alliance** based on an agreement which sets-up a lasting partnership (see Article 1 and 2 of the Scandria®Agreement).

Vision of Scandria® Alliance

The vision of Scandria®Alliance is to cooperate with the European Union, the Member States and other relevant stakeholders in order to implement a sustainable and multimodal transport system by 2030 in the Baltic Sea Region and the regions involved along the Scandinavian – Mediterranean Core Network Corridor. The following tasks will be met by the Scandria®Alliance to ensure this vision,

- address the transport and infrastructure developments and its contribution towards inter-regional economic development;
- transfer knowledge and share experiences and good-practices;
- evaluate relevant existing action plans and initiate measures as well as support in policy formulation in line with the vision;
- ensure innovation deployment across its members;
- serve as a central forum and to promote and foster jointly core interests;
- act as a counterpart to the European Coordinator of the TEN-T Core Network Corridor Scandinavian-Mediterranean;
- ensure multi-level governance and coordination of activities;
- connect regions with corridors and with each other for better cohesion;
- create programs and submit proposals designed to further strengthen the sustainable and multimodal transport system;
- cooperate with other organisations and networks on joint subject matters.

They were therefore placed as Article 4 of the Scandria®Alliance Agreement.

Geographic scope

The core partnership of the Scandria®Alliance targets the regional authorities along the Scandria®Corridor. However, the structural design of Scandria®Alliance could derive from the partner memberships of Scandria®2Act Project and further develop in two ways:

- 1. Geographically along the ScanMed, North Sea-Baltic and Baltic-Adriatic Core Network Corridors;
- 2. Institutionally along the regional authorities, local authorities, chambers of commerce, public bodies responsible for thematic topics such as ordering public transport services, infrastructure managers, private companies and other institutions.

The following table illustrates these dimensions:

Figure 3-2: Dimensions of the geographic and institutional enlargement

	NO	FI	SE	DK	DE	PL	AT	IT
Member State								
Regional Authority								
Municipality								
Public bodies								
Chamber of Commerce								
Infrastructure Managers								
Transport service providers								
Shippers								
Academia								
Others								

Source: KombiConsult

Although the scope is about “multi-level” governance, it was considered that certain homogeneity in the membership, e.g. priority to get all desired regional authorities “on board”, has advantages compared to reaching the geographic coverage by members from different levels. These stakeholders can be linked to the alliance via partnership agreements instead.

On the other hand, it was considered that technical competences and legal responsibilities are shared between different organizations in the different regions and levels in a different way. This could be taken into account by priority rules such as “regions first”, then “municipalities”, then public bodies.

Finally it was concluded that the geographic scope covered by the Scandria®Alliance is the Scandria®Corridor made by the regions around the Baltic Sea and along the Scandinavian- Mediterranean Core Network Corridor (see Article 3 and Annex A of the Scandria®Alliance Agreement.

As pointed out, the **Scandria Alliance Core Group (SACG)** aims at being a self-sustaining group which will last when the project is completed. To reach this, further steps were undertaken in order to

draft, finalise and conclude the “Interregional Agreement on the Establishment of the Scandria®Alliance for Territorial Cooperation along the Scandria®Corridor” which has – according to its Article 5 – the following objective:

“The partnership has the objective to bring together the representatives of the regions located along the Scandria®Corridor, in particular, the regional authorities, municipalities and other public authorities, who are responsible for the subject matters described in Article 4, or their nominated representatives, and share the principle of a harmonized spatial planning and development along the above mentioned corridor (Article 3) and related regions, in light of this, intend to define, develop and promote common interests.”

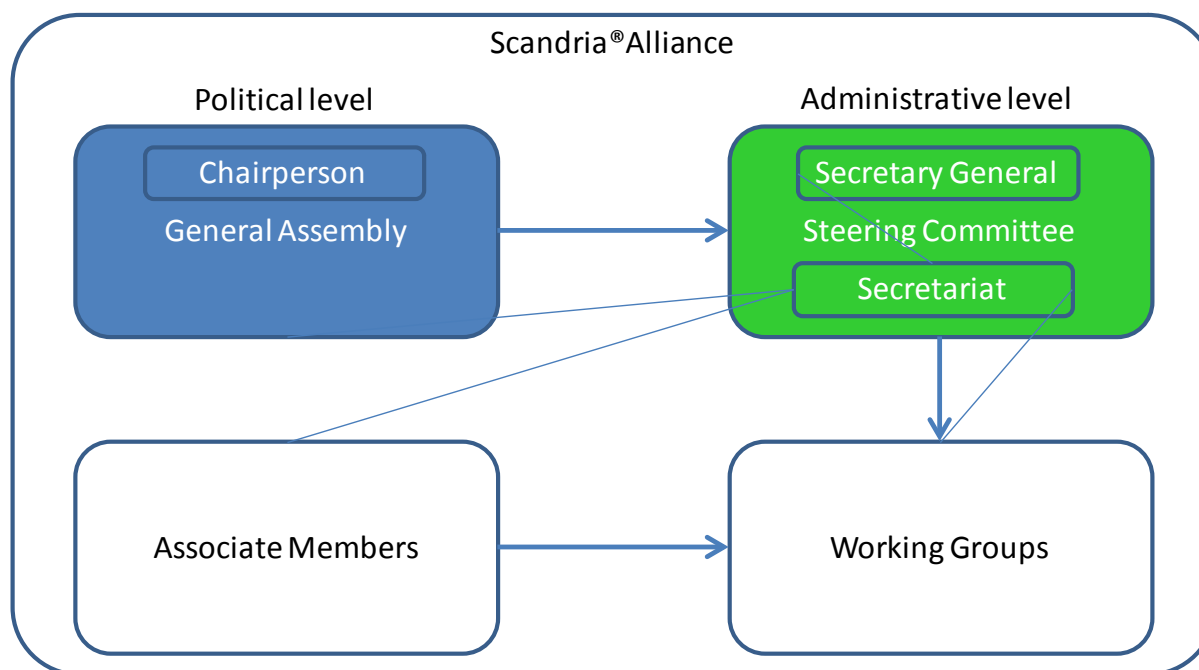
The SACG also concluded rules for membership and subscription (details are provided in Article 7) and agreed to evolve from the Scandria®Alliance Founding Members to Members and Associate Members.

The founding members are:

- Region Orebro County,
- Region Skane,
- Helsinki-Uusimaa Regional Council,
- Eastern Norway County Network,
- City of Turku
- Capital Region Berlin-Brandenburg, represented by the Ministry for Infrastructure and Spatial Planning, Federal State of Brandenburg and the Senate for Urban Development and Housing, Federal State of Berlin.

Agreement was also reached on the organs and competences of the Alliance, which are illustrated in the following diagram.

Figure 3-3: Scandria®Alliance organigram



Source: KombiConsult

It was also agreed upon that the secretariat is performed by the chair organisation.

Furthermore the financing of activities was discussed and agreed upon in article 10 of the Agreement. The basic principle is that each member bears its own costs for its participation in the Scandria®Alliance works and that the chair organisation holding the (rotating) chairmanship contributes in addition

- with salary and people as well as office and communication cost including the website "www.Scandria-Corridor.eu." and travelling and accommodation costs for performing the secretariat of the respective chair organisation;
- logistics costs (meeting room, food and beverages) of the assembly meetings which shall take place at the respective host region holding the (rotating) chairmanship;
- costs (such as conference and seminar room, food and beverages, printing, conference technology, moderator, travel costs of speakers others than members if required, invitation management, and other) for organising and performing the bi-annual transnational conference to be taken by the host organisation;

Although the Scandria®Alliance is set for unlimited duration each member may withdraw with a reasoned statement (see Article 11).

Final provisions of the Agreement were concluded on language, limited liability and other items.

These issues have been thoroughly discussed in the SACG and transformed into an agreement on the establishment of the Scandria®Alliance. The final Alliance Agreement has been signed by all founding members on 8th of May 2018 and is attached as Annex A2.

The Joint Conference "Regions, Corridors and Urban Nodes – Competences, Capitalisation and Cooperation in the Baltic Sea Region" of the three projects NSBCore, TENTacle and Scandria®2Act on March 5/6 2019 in Brussels was used to promote the establishment of the Alliance.

The Joint Spatial Planning Department of Berlin-Brandenburg holds the first chairmanship for two years.

4 Input to the Work Programme of Scandria® Alliance

On the basis of the outcomes of the thematic work packages WP 2 ("Clean Fuel Deployment") and WP 3 ("Multimodal Transport"), which form the content-related dimension of the Scandria® Alliance the Work Programme was to be drafted. The results of both work packages have been considered by the Alliance members when drafting the first work programme which covers the following topics:

- Clean Fuels
- Multimodal transport
- Cross-border infrastructure
- Digitalisation

The following chapters therefore provide first the policy conclusions and secondly the detailed summaries or input on which they are based.

4.1 Policy Conclusions

4.1.1 Clean Fuels

With respect to "**Clean Fuels**", the Scandria®Alliance Members,

have either directly contributed to the results since they were involved in the activities, or participated to the Conferences, workshops and Road Show meetings organised in the due course of the project or have carefully analysed the results of the WP 2 ("Clean Fuel Deployment");

take in particular account of the document "Pathway to the future - Scandria®Act Clean Fuel Deployment Strategy" and

fully acknowledge the findings of its "Summary", which is therefore reproduced in chapter 4.2 of the present report, too;

state, that they are aware of the "multi-level" coordination which is needed to increase the use of clean fuels, recall also the cross sector dialogue with the energy- and spatial planning/housing sectors with respect to generating and distribution clean fuel from regenerative sources and providing land use plans which are in favour of avoidance of motorized traffic, modal shift towards electric public transport and increase of energy efficiency in all modes;

state, that the technological development of clean vehicles has made considerable progress, but the challenges are still big;

state, that deeper cooperation and concerted actions between communities and country representatives in the corridor are therefore highly recommended;

confirm in particular the recommended actions with respect to the Scandria®Corridor, which could be game changers and catalysts to accelerate clean fuel deployment and which are

- Intensive **discussion** between the most important communities along the Scandria®Corridor regarding clean transport actions.
- Development of a common Scandria®Corridor **clean fuel vision** with clean fuel deployment **goals**. It could be complemented by a common roadmap for clean deployment with concerted actions, including awareness campaigns, in the coming years.
- Collective **lobbying for ambitious goals** to integrate the external costs of GHG emission into road toll charging – especially with regard to the directive on the charging of heavy goods vehicles for use of certain infrastructures.
- Cooperation on using a **common road toll system** in future that is also GHG emission-based

- Because road freight transport requires an international perspective, **collective analyses of heavy duty vehicle transport flows** in the Scandria®Corridor could be valuable in supporting international infrastructure deployment (at strategically important sites)
- **Public support for multi-fuel stations** at strategically important sites along the Scandria®Corridor, as well as common standards for these multi-fuel stations, could stimulate future investments by energy providers
- Closer cooperation and support of **cross-border pilot projects** could help raise awareness of clean transport for market players in freight movement and private transport
- Even with a rapid market uptake of electrified vehicles, there will probably be a huge demand for liquid and gasified fuels in 2030 and thereafter. So all countries and communities in the corridor should **lobby for instruments and projects to increase the amount of sustainable renewable fuels**, especially e-fuels, on the EU and national level. Approaches include the national implementation of RED II, extra feed-in guarantees for e-fuels or increasing CO2 prices for fuels.

confirm to continue working in this respect on the harmonised **clean fuels** deployment and green mobility solution that will cover the following activities⁶:

- Multifuels and multimodes, cross-cutting issues and spatial planning
- Incentives, financing of multifuel deployment, lessons learnt from Scandria@2Act project, monitoring of national, regional and local strategies, cross border and cross-sectorial collaboration, participation, observation and coordination of new projects.

4.1.2 Multimodal transport

With respect to “**Multimodal Transport**”, the Scandria®Alliance Members,

have either directly contributed to the results since they were involved in the activities, or participated to the Conferences or workshop meetings organised in the due course of the project or have carefully analysed the results of the WP 3 (“Multimodal Transport”);

take in particular account of the document “Assessing offers and preconditions for multimodal freight transport in the Scandria@2Act partner regions: Summary report, March 2019” and

fully acknowledge the findings of its Summary with respect to competitiveness, decarbonisation and digitalisation”, which is reproduced in chapter 4.2 of the report, too;

understand that the main responsibility for multimodal transport services is with business actors, but that certain support measures might require regional involvement including across borders;

call on the business sector actors to developing further multimodal transport services along the Scandria®Corridor, in particular those presented in the “market ready multimodal services leaflets”:

- Rostock Port – Austria,
- Rostock Port – Baden-Württemberg,
- Rostock Port – Northern Italy,
- Oslo – Göteborg – Malmö – German/Poland,
- Hamburg – Sweden via the fixed link;

state, that they will critically assess the responsibilities proposed for regions in that document with respect to their further work in the field of competitiveness, and which are

⁶ Public brochure “Scandria®Alliance Interregional Agreement for Territorial Cooperation along the Scandria®Corridor”, March 2019.

- improving the infrastructure with a bottom-up perspective in investment planning
- interventions following their planning duties and/or possible involvement in owning/managing transport facilities and services, including the synchronisation of transport schedules and opening hours of terminals,
- developing a dense network of logistics centres, in order to reduce the distance (and cost) of “last mile”;
- participate in vertical collaboration with actors in the supply chain, in order to minimise administrative cost;
- get involved in training of professionals logistics or at least promote the training needs and options;

state, that they will critically assess the responsibilities proposed for regions in that document with respect to their further work in the field of decarbonisation, and which are

- assess options for regional financial incentives and disincentives for clean fuel infrastructures, and the use of clean fuel vehicles in logistics (e.g. eco-bonus scheme)
- set up actions such network design/land uses, transport avoidance campaigns, etc with respect to influence the demand.

state, that they will critically assess the responsibilities proposed for regions in that document with respect to their further work in the field of digitalisation, and which are

- to play an important role in developing the necessary legal framework and providing the appropriate infrastructure for the fast and safe exchange of information;

acknowledge the results on multimodal trip planning (time table, pricing and journey time information) delivered by their bodies responsible for public transport and;

encourage other regional public service providers to link up with such tools;

confirm to continue working in the area of **multimodal transport** in order to contribute to efficient infrastructures and terminals for greener transport,⁷ and in particular

- Environmental-friendly and flexible freight and passenger transport and shift to green transport with a focus on logistics solutions for freight and passenger transport in rural and urban areas, connecting urban nodes in the Scandria®Corridor.
- Integration of multimodal and multifuel infrastructure in spatial plans, lessons learnt from Scandria®2Act project, transnational strategies and collaboration, participation observation and coordination of new projects.

4.1.3 Cross border infrastructure

Developing the cross border infrastructure to facilitate seamless border crossing services for passengers and freight is one of the main concern of the European transport policy, which is fully supported by the regions directly located at the borders but also by the region in a distant to the border but which may benefit from such services, both for their trade and business/private journeys.

Against that background the Scandria®Alliance Members⁸

confirm to works towards

- closing gaps,

⁷ Public brochure

⁸ Public brochure

- removing bottlenecks and
- connecting the nodes of the core network with each other
- in order to improve access to markets throughout European and further expand the Scandria®Corridor network.

Focus will be on the multi-level governance and cooperation towards strategies for “missing links”, access to innovative financial instruments, cooperation with stakeholders, planning and prioritisation of new infrastructure projects.

4.1.4 Digitalisation

“Digitalisation” has become a key word in policy documents and will govern the future debate at different levels. Too the Scandria®Alliance Members have put it on their agenda⁹ in order to discuss the potential of digitalisation

- with respect to enable faster, simpler and more efficient transport through data-based mobility concepts reducing emissions of air pollutants;
- that will involve autonomous vehicles, optimisation of traffic flow and safety and in particular improved transport information and ticketing, seminars with regards to new technologies.

4.2 Clean Fuels

The technical (content wise) background on this subject was developed by the Scandria®2Act partners in the framework of the WP 2 (Clean Fuel Deployment”) and summarized in a document “Pathway to the future - Scandria®2Act Clean Fuel Deployment Strategy”¹⁰

Already earlier works in the scope of the Scandria®2Act project on the “Assessment of clean fuels deployment and market assessment of clean fuels in the Northern Scandria®Corridor” by the end of 2017 have led to ten key findings which are: ¹¹

1. The deployment of Clean Fuels in the Northern Scandria®Corridor is developing too slowly to reach the desired national and EU/EEA targets for reduction of CO2 emissions from transport.
2. Stronger national incentives are important to foster infrastructure development and use of Clean Fuels.
3. Availability of Clean Fuel infrastructure is in general too limited to ensure clean transport throughout the Northern Scandria®Corridor.
4. There is a need for standardised payment systems for Clean Fuels across the national borders.
5. A limited model selection of Clean Fuel vehicles and especially the limited consumer perception of these cars are obstacles to market development.
6. Public transport plays an important role in increasing the use of Clean Fuels.
7. Regional and local decision makers will become more important as the main driver for shifting to alternative fuels in the near future.
8. The regional perspective is important in ensuring the development of Clean Fuel infrastructure in such a way that it permits - and stimulates - transport with Clean Fuels.

⁹ Public brochure

¹⁰ DENA (Publisher) Pathway to the future - Scandria®2Act Clean Fuel Deployment Strategy, November 2018.

¹¹ Joint Spatial Planning Department Berlin Brandenburg, Assessment of clean fuels deployment and market assessment of clean fuels in the Northern Scandria®Corridor, Potsdam, without date.

9. The cost of producing renewable fuels, except of electricity, is in an early phase generally much higher than that of fossil alternatives.
10. There are several best practice examples of setting frameworks, using incentives and carrying out concrete measures within the Northern Scandria®Corridor.

The summary of that document was also made available.¹²

Against the background of Greenhouse Gas (GHG) from transport which account for a quarter of all GHG emissions in the European Union (EU28), with road being the largest emitter (70%) and which have not been able to be decreased despite political desires, a thorough analysis of the potential of clean fuels deployment in transport was needed. After that analysis was performed in the Scandria@2Act partner regions (countries in most cases for statistical reasons) the summary concludes:

“It requires appropriate policy instruments that boost mobility by using energy-efficient and environmentally friendly means of transport, and promote innovative mobility solutions with alternative propulsion systems and fuels. The “Clean Fuel Deployment Strategy” (CFDS) is a white paper that includes a list of strategic measures derived from a strategic diagnosis of clean fuel deployment in the Scandria®Corridor. Addressing fields of action of strategic relevance, it illustrates the development of the clean fuel market, clean fuel technology and clean fuel infrastructure. It identifies relevant measures needed to enable clean fuel deployment from a corridor perspective. It therefore addresses the issues of political coordination, financial incentives, standardisation and information, as well as the financing models of clean fuel infrastructure. The goal is to enable regional and national decision makers to identify effective and efficient actions in order to support clean fuel deployment.”

In the following the summary is reproduced since it is the accepted result of the works on clean fuels.

4.2.1 Summary – results of the policy instrument assessment and literature

The assessment of instruments to foster clean fuels in the Scandria® region shows that there is not any single instrument (or magic formula) that fits all countries and every stage of market development. However there are tendencies in all countries, which can be also backed up by results from European and North American studies:

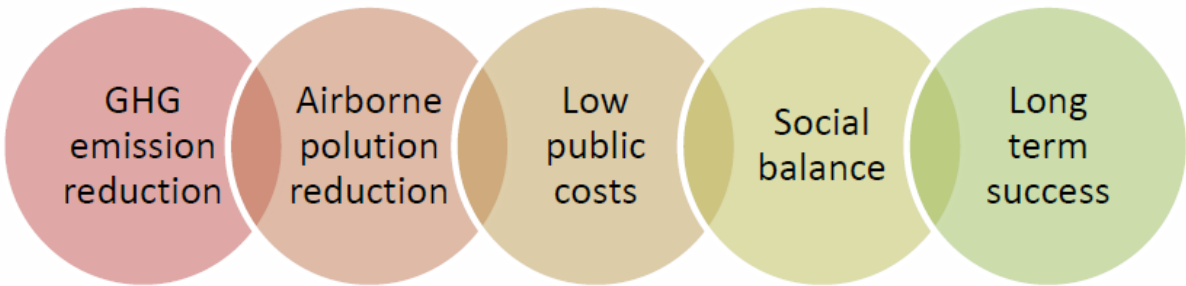
- So far, the most effective political actions to foster the use of alternative fuels by private consumers have been **upfront financial incentives** when buying vehicles. If there are no other strict regulations, the more they cover the price difference between conventional ICEs and alternative vehicles, the more effective they are.
- For primary consumer investments in vehicles a **minimum level of refuelling infrastructure** is necessary. The way to extend the infrastructure – financed fully privately or with state support – scarcely depends on the opportunities to generate business with the different fuels.
- Strategic and **consistent policy with long-term perspectives and commitments** is most effective. Short-term actions and quickly changing instruments do not provide the necessary investment security, neither for market players nor consumers. Unstable political decision-making leads to uncertainty, lack of trust and market slumps.
- **Non-financial instruments** can boost vehicle sales. They can motivate interested consumers and open up new market segments. But in the early market phase they are not appropriate as the sole instrument.
- Communities and regions are frontrunners and supporters in the drive to increase market uptake of alternative fuels. Market growth of innovative products, and hence alternative fuels,

¹² DENA (Publisher) Pathway to the future - Scandria@2Act Clean Fuel Deployment Strategy, Summary, November 2018.

originates in densely settled, highly populous regions. Because these communities are tightly interconnected with their surrounding regions in terms of transport, and form part of transport corridors, their actions are catalysts for the whole market. So today, big communities in particular have the power to create a framework which increases the demand for alternative vehicles and supports infrastructure deployment.

The qualitative assessments of the instruments show that there are multiple factors influencing alternative fuel deployment. Empirical studies from different countries complement these overviews. In terms of choosing a consistent strategy towards low emission fuels and alternative propulsion systems, in the best-case scenario effective and efficient policy instruments should contribute to all the goals described in the following figure.

Figure 4-1: Goals of a consistent strategy towards low emission fuels and alternative propulsion systems



Source: DENA (Publisher) *Pathway to the future - Scandria@2Act Clean Fuel Deployment Strategy, Summary*, November 2018

Because conflicts can occur between the goals mentioned over time, instruments will need to be adapted, depending on market success. Regional and national decision-makers along the Scandria®Corridor (but also elsewhere) should learn from good and bad experiences that have already occurred in the past. However the findings of other countries and regions regarding success or failure of instruments cannot be adopted on a one-to-one basis. They have to be compared with each country or region's corresponding situation regarding market and policy frameworks, and the stage of market development for alternative fuels.

The following figure lists important factors influencing the attractiveness of investing in alternative fuels and vehicles on the regional and national level. Addressing these factors is relevant to making long-term progress regarding GHG-emission reduction in transport and alternative fuels market uptake.

Figure 4-2: Factors influencing attractiveness and market uptake of alternative fuels

Culture & economy	Attitude to mobility
	Attitude to private transport
	Status of private transport and vehicles
	Existence or non-existence of automotive industry
	Road transport dominance – availability of public transport and railway transport
Energy	Fuel prices

	Electricity price
	Fuel dependency (import) – local energy availability (self-supply, export)
	Share of renewable energies and availability of renewables
	Renewable energy potential
Consumer	Consumer driving habits
	Attitude towards environment and climate change
	Level of education and age
	Purchasing power; private/average household income
	Information, interest and awareness regarding alternative vehicles
Charging & alternative fuel infra-structure	Public and private charging availability
	Fast charging options
	Regional and national H2 and CNG/LNG infrastructure density
	Infrastructure development goals and plans
Policy strategies and instruments	Existence of financial or non-financial incentives
	Design of policy and market incentives
	Long-term vs. short-term political strategies and incentives
	Supply side incentives (infrastructure) and/or demand side incentives (vehicle)
Political communication & public actions	Positive vs. critical public information and discussion
	Support or lack of support for information and awareness campaigns
	Extensive or cautious public procurement as role model
	Consistent policy actions; credibility of actions
Settlement structure, climate and topography	Densely populated urban areas, suburban areas, rural areas
	Very cold areas, temperate climate, winter/summer differences etc.
	Flat landscapes, mountain areas
Transport market	Existence vs. non-existence of road tolls
	Frequency of traffic jams and availability of priority lanes
	Public parking policy, parking fees
	Private and fleet vehicle taxation

Diversity of transport modes, state support for public transport
--

Most political actions regarding alternative fuels and vehicles so far have focused on private passenger transport. But **international road freight transport** in particular has been growing, and is predicted to increase even faster in the future. So, freight transport's share of GHG emissions will probably tend to increase more and more.

This is the reason why political efforts should focus much more on road freight transport than has occurred in the past and is the case today. To impose GHG emission reduction on freight transport is on the one hand easier, on the other hand more difficult because:

- Commercial users are less emotional and **very much more rational**. The most important factors which matter to them are total cost of ownership (TCO) and suitability of the technology.
- The total cost of a technology matters to commercial users such as road hauliers. But the **difference in costs** from other available technologies and the costs of their competitors matters to hauliers much more.
- Road freight transport today is a highly internationalised and competitive market. So national and regional actions are very important, but also have to affect hauliers and forwarders from other countries in order to avoid unfair competition. This particularly affects vehicle and emission standards and fuel prices. So it seems very important to at least arrive at a **European solution regarding ambitious vehicle standards and minimum fuel taxation**.
- The technical options and solutions in road freight transport differ very much from private transport. There are very **different requirements for different transport operations** regarding payload, transport distance etc. Not all alternative propulsion systems today are technologically ready for every aspect of transport.
- Commercial users – hauliers and forwarders – need long-term planning perspectives. Investments in new vehicle fleets are related to the available infrastructure. Infrastructure investments are mostly designed for 15 years and more.

To promote alternative fuel deployment in freight road transport as well, experts and political decision makers should discuss strategies and plans for increasing the percentage of alternative vehicles, and coordinate their strategies for expanding alternative fuel infrastructure.

4.2.2 Local and corridor infrastructure perspective

The infrastructure development of refuelling and charging stations is a shared responsibility for market players and policy. In markets with sufficient vehicles and hence sufficient energy demand, infrastructure development is a self-sustaining, market-driven process. But today the market framework and energy demand from alternative vehicles is generally not sufficient to foster such a self-sustaining infrastructure development. In particular most EV charging stations and, to date, H2 refuelling stations do not offer an adequate business case. However, even if these stations do not offer an adequate business case today, they should be attractive and available to as many regional and international users as possible. With a view to the international mobility and vehicle markets and with respect to an optimal utilisation of the publicly supported infrastructure, communities should not only bear in mind regional or national, but also international infrastructure standards and transport demands in order to avoid insular infrastructure solutions.

[The authors of the summary] can therefore recommend

- that communities and regions engage in close dialogue and cooperation when it comes to infrastructure development which affects mobility along transport corridors

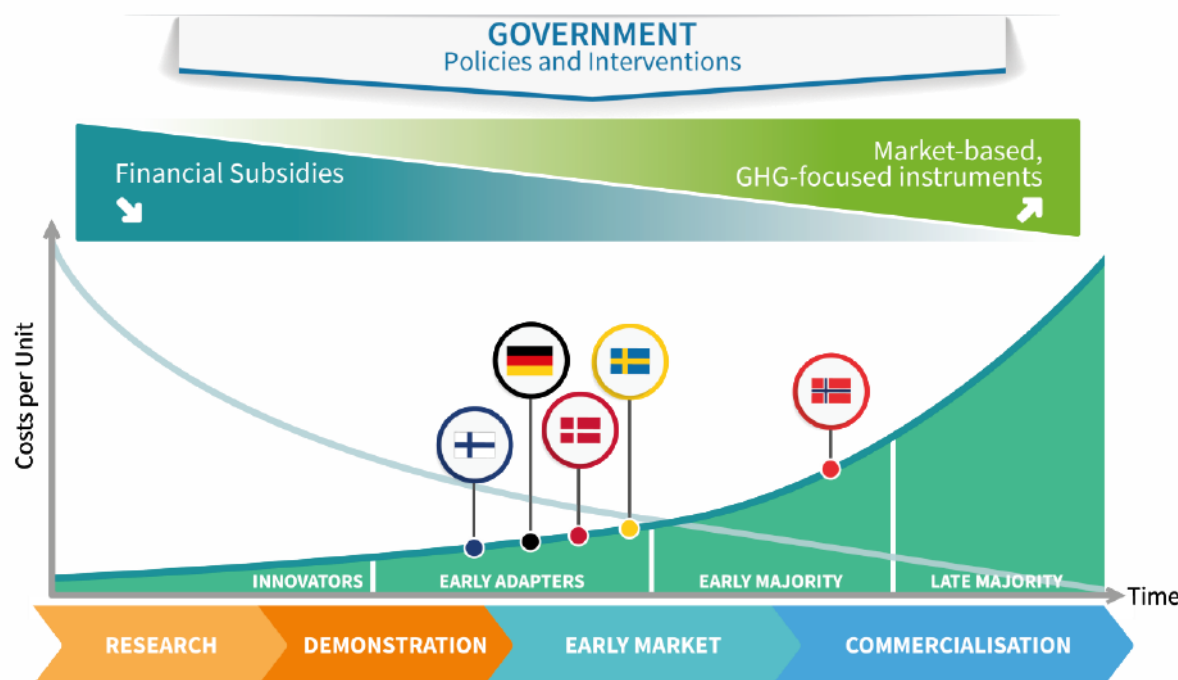
- that communities and regions should play an active role and be part of national or EU project funding for alternative fuel infrastructure

4.2.3 Status quo and next steps in alternative fuel market development

Analyses of the alternative vehicle markets and instruments to develop the markets reveal large differences between the Scandria@Corridor countries. With regard to the availability of alternative vehicles, vehicle costs and costs of infrastructure, all countries in the Scandria@Corridor (and the EU) have nearly the same framework conditions today. What makes the difference are the political actions and political frameworks, which have greater or less ambition to drive the market. As a result of the political actions in the past, the Scandria@Corridor countries have a very different level of vehicle and infrastructure penetration today. Furthermore there are not only differences between the countries, but also between different alternative fuels in each country.

Examples in Denmark and Norway show how important it is to have a long-term policy oriented towards market success rather than short-term political or financial constraints. The effectiveness of instruments broadly depends on their ability to bridge the price gap between conventionally fuelled vehicles and those using alternative fuels. As shown by Germany, subsidies remain less effective due to their rather low contribution towards bridging the gap. Thus it is important to introduce accompanying instruments that make it more attractive to invest in clean fuel vehicles according to the “polluter pays” principle, e.g. bonus/malus systems. To this extent all clean fuel technologies should be supported, even as there is no “ideal” technology available but rather technologies that have “unspecific” advantages. This is especially important in an international context, as it is necessary to avoid a situation where a certain technology is limited to national borders. Other Scandria@2Act project results show that a lack of technical systems or different technical standards in the Scandria@Corridor can be major limitation to alternative fuel deployment.

Figure 4-3: Current market stage of alternative vehicles in Scandria countries



Source: DENA (Publisher) *Pathway to the future - Scandria@2Act Clean Fuel Deployment Strategy, Summary, November 2018*

Comparing the current market stage of alternative vehicles and political actions, Norway is by far the frontrunner in the Scandria®Corridor, while Sweden has made progress and implemented new regulations. Denmark and Germany have recently been gathering pace, followed by Finland.

With respect to the political goals named in Figure 4-1 and the study results regarding effective political instruments, the actions to foster alternative fuel deployment in the Scandria®Corridor will probably differ from country to country over the coming years.

While Norway's alternative fuel market share has reached around 50%, its success still depends heavily on financial subsidies, especially tax benefits. To stabilise market share growth but avoid windfall profits and unbalanced public funding, the coming years could be characterised by reductions in direct financial subsidies, and increased alignment of pricing towards CO₂-intensive vehicles and fuels. This assumes improved technological attractiveness of alternative vehicles and further reductions in production costs.

The experience of Denmark's rapidly declining EV market in 2016 and 2017 reveals the enormous significance of political stability for driving alternative vehicle market development. Instruments already in place, such as the registration tax, provide Denmark with a very good starting position to steer market uptake of low emission vehicles. Particularly after the Danish government announced its goal of banning new ICE car registration from 2030 on, Denmark should avoid a quick phase-out of the reduced vehicle registration tax in order to avoid consumer insecurity. Instead of totally phasing out vehicle registration tax reductions, another option could be to link the taxation more closely to each vehicle's CO₂ emissions, not just its price.

In comparison to Denmark, Sweden's market in recent years has shown stable, positive tendencies in BEVs and PHEVs, but a declining market share for CNG vehicles. The most important consumer incentive of recent years has been purchase tax rebates, which especially favoured PHEV and BEV growth. From July 2018 onwards Sweden switched from a "rebate only system" to a bonus/malus system, which from the perspective of public cost and the "polluter pays" principle seems to be a good long-term instrument. It remains to be seen if vehicles running on gas can benefit from a fixed extra bonus of €1,000 in the new system. It could support the temporary tax exemption of bio-CNG, which has a dominant share in Sweden's gas fuel mix.

Vehicle prices in Germany are low in comparison to other Scandria® countries, as is vehicle taxation. So far, private users have had low incentives to buy a vehicle using alternative fuels. Public discussion and some recent court decisions about optional driving bans for diesel vehicles in some German cities brought some fresh movement to the vehicle market. The so-called "Umweltbonus" rebate for BEVs and PHEVs was implemented in 2016, but is rarely a strong consumer incentive as long as high emission vehicles have no financial disadvantage. Because two thirds of newly registered German cars belong to commercial fleets, at the beginning of 2019 the taxation for private fleet users of BEVs and PHEVs will decrease from 1% to 0.5% p.a. (countervailing benefit). This will probably increase BEV and PHEV demand. To improve the efficiency of the system and reduce tax shortfalls, low emission vehicles should benefit from reduced taxation, while taxation for vehicles with higher emissions should be more than 1% p.a. The latest government decision to exempt EVs from road tolls until 2022, and gas trucks until the end of 2020, has given rise to high expectations. This is a high financial incentive for commercial fleets, but the planning perspective is very short. The coming years will therefore provide an opportunity for new road toll pricing legislation for all trucks, with a focus on their CO₂-emissions.

Finland's incentives for clean fuel vehicles are implemented by a CO₂-based taxation system, with lower tax e.g. for natural gas, and no tax for biogas. This could be one reason for the 2018 market in-

crease in CNG vehicles, in addition to the 2018 subsidy for converting conventional vehicles to gas. Vehicle registration tax and ownership tax are dependent on specific CO₂ emissions. BEV vehicle owners pay the minimum, while for PHEVs the owner tax is much lower than for ICEs. New purchase subsidy programmes for vehicles and charging infrastructure seem to have had a positive effect since the number of EVs, especially PHEVs, has nearly doubled each year since 2015. The question remains whether the market increase of the last three years can remain stable. Most purchase subsidies will end at least by 2021.

4.2.4 Recommendations – catalogue of strategic measures

As discussed in the previous chapters, there are no specific political recommendations which fit all Scandria® countries. The recommendations in this clean fuel deployment strategy are based on the following principles to support sustainable advantageous technologies

- The aim of political instruments and actions should be to compensate higher costs for new technologies and enable price competitiveness in the early market phase
- Political instruments to promote clean fuels should be part of a country's holistic and comprehensive mobility strategy and overall GHG emission reduction strategy
- Political instruments must be introduced taking account of the specific market phase and technology-readiness of each alternative vehicle technology
- Political instruments should focus on stimulating the demand side in order to avoid bad infrastructure investments
- Political instruments should comply with GHG and other emission reduction targets
- Political instruments are important, but other factors such as technological development and energy prices also play a decisive role in fostering clean fuels and technologies. Market success cannot be traced back to one single instrument. Political instruments should therefore be a long-term enabler for clean technologies.
- Market supporting mechanisms should stimulate the market in order to allow a market-driven achievement of goals. However, especially in imperfect markets, regulatory instruments are necessary to guarantee GHG emission reduction and technology development.

Figure 4-4: Political recommendations to foster clean fuel deployment

Reduce the price difference	<ul style="list-style-type: none"> ▪ The most important factor for consumers is the price difference between vehicles ▪ Very low-emission vehicles will probably remain more expensive in the future ▪ It is not only about subsidising low-emission vehicles, but also increasing prices of high-emission vehicles
Upfront support helps consumer	<ul style="list-style-type: none"> ▪ Consumers prefer upfront financial support, be it tax or rebates ▪ Subsequent (tax) reduction is not that effective
Rebates can avoid overspending	<ul style="list-style-type: none"> ▪ Rebates are better for controlling public spending and avoiding subsidies for high-income groups ▪ Rebates are more efficient in terms of social responsibility and windfall effects
Tax reduction is effective but expensive	<ul style="list-style-type: none"> ▪ In many countries tax reduction is the most effective single instrument for clean vehicles ▪ But tax reduction also subsidises high-income groups and allows windfall profits ▪ With advanced market maturity of clean vehicles, tax reduction should

	be replaced by budget-neutral instruments
Information & awareness support attractiveness	<ul style="list-style-type: none"> ▪ Considered separately, information campaigns do not have a great effect, but they are important in combination with other actions ▪ Information campaigns emotionally reward consumers of clean vehicles, inform interested consumers and create awareness
Focus on GHG emission reduction	<ul style="list-style-type: none"> ▪ State support has to privilege technologies with the lowest GHG emissions ▪ EVs with an electric driving range <50km have only marginal advantages ▪ Energy tax, company car tax, vehicle registration tax and vehicle ownership tax need to have a stronger connection to GHG emissions
Adapt instruments, depending on market maturity	<ul style="list-style-type: none"> ▪ The more mature the market and vehicles are, the fewer state subsidies are necessary ▪ With growing market maturity consumers have to be more challenged, and policy instruments have to become neutral for the state budget ▪ Policy framework has to set incentives for industry to reduce costs and prices
Long-term perspective and reliable policy enable investments	<ul style="list-style-type: none"> ▪ Rapid political changes and replacement of instruments destroy trust and are not effective ▪ Clean vehicle policy has to be transparent in a long-term perspective
Socially balanced state support	<ul style="list-style-type: none"> ▪ The bigger the clean vehicle market becomes, the more important it is to avoid overspending, especially by high-income groups ▪ In the early commercialisation phase at least, a shift to budget neutrality is recommended
Avoid windfall profits of consumer and industry	<ul style="list-style-type: none"> ▪ Subsidies for expensive high-class vehicles are not effective, because many consumers would buy the clean vehicles anyway. Such ineffective support should be avoided, also with a view to the efficient allocation of limited public expenses ▪ Overspending and subsidies that last too long create risks of reduced pressure on the industry to invest in improving products and reducing costs
"Polluter pays" principle –consumer has to be challenged, not just privileged	<ul style="list-style-type: none"> ▪ At the moment clean fuels deployment is mainly driven by public support ▪ Besides clean fuels support, there are still privileges for fossil mobility ▪ A consistent clean fuel policy has to reduce these privileges and focus on the "polluter pays" principle

4.2.5 General recommendations for promoting alternative vehicles in commercial transport

The commercial transport market is characterised by international competition, relatively low margins and relatively rational (TCO-based) decision-making processes. To overcome the cost disadvantages of energy-efficient technologies and low-carbon fuels, decision-makers at all levels could support:

- Actions to promote **cooperation along the whole value chain of the transport market**, in order to share the companies' investment risk
- All available technologies which can already achieve advantages in terms of environmental and GHG emissions today, because so far it is not clear how fast different technologies will achieve market readiness. In the future **different technologies will probably have different "job profiles"** as well as regional advantages.
- **Road toll differentiation** in order to privilege low-carbon fuels and efficient technologies as one of the main drivers for haulier investment.
- **Fuel taxation** which should be much more dependent on the specific GHG emissions of fuels, at least in the medium term.
- Initial expansion of **clean fuel infrastructure on important strategic (international) routes** along the corridor. This can be an important incentive for infrastructure visibility. But it has to be combined with actions that stimulate vehicle and fuel demand at the same time.
- Courier, parcel and express delivery is one of the fastest growing markets, with a high impact on urban transport and emissions. **Low-emission zones for urban delivery** could accelerate market penetration of low-emission vehicles very quickly.

4.2.6 Scandria®Corridor recommendations

The study analysis shows that Clean Fuel Deployment in the Scandria®Corridor to date has not been on the same level with regard to infrastructure and vehicles. This is due to political and economic reasons as well as country specifics. In comparison to the past, the technological development of clean vehicles has made considerable progress. However, the challenges are still big. Deeper cooperation and concerted actions between communities and country representatives in the corridor are therefore highly recommended. The following actions could be game changers and catalysts to accelerate clean fuel deployment:

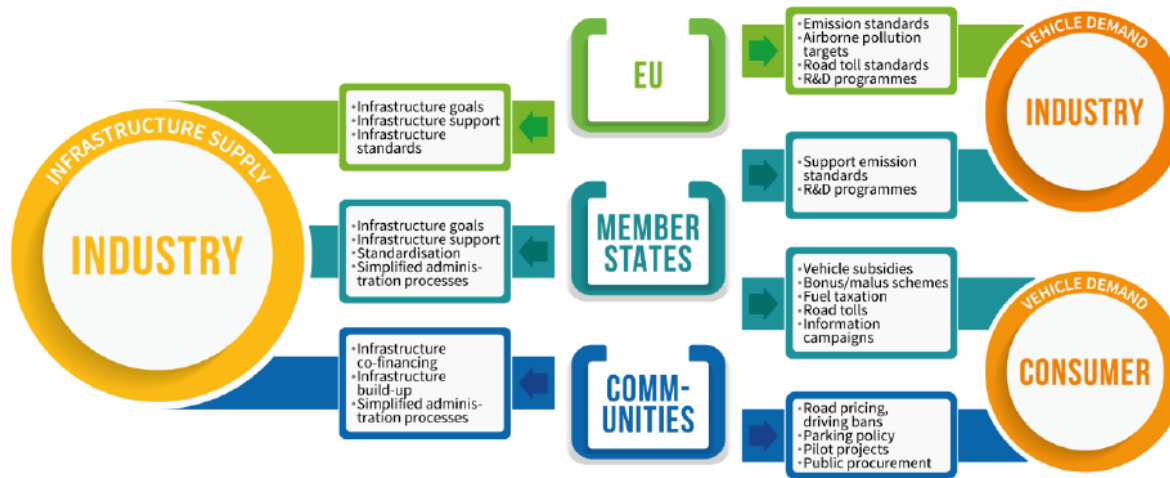
- Intensive **discussion** between the most important communities along the Scandria®Corridor regarding clean transport actions.
- Development of a common Scandria®Corridor **clean fuel vision** with clean fuel deployment **goals**. It could be complemented by a common roadmap for clean deployment with concerted actions, including awareness campaigns, in the coming years.
- Collective **lobbying for ambitious goals** to integrate the external costs of GHG emission into road toll charging – especially with regard to the directive on the charging of heavy goods vehicles for use of certain infrastructures.
- Cooperation on using a **common road toll system** in future that is also GHG emission-based
- Because road freight transport requires an international perspective, **collective analyses of heavy duty vehicle transport flows** in the Scandria®Corridor could be valuable in supporting international infrastructure deployment (at strategically important sites)
- **Public support for multi-fuel stations** at strategically important sites along the Scandria®Corridor, as well as common standards for these multi-fuel stations, could stimulate future investments by energy providers
- Closer cooperation and support of **cross-border pilot projects** could help raise awareness of clean transport for market players in freight movement and private transport
- Even with a rapid market uptake of electrified vehicles, there will probably be a huge demand for liquid and gasified fuels in 2030 and thereafter. So all countries and communities in the corridor should **lobby for instruments and projects to increase the amount of sustainable renewable fuels**, especially e-fuels, on the EU and national level. Approaches include the national implementation of RED II, extra feed-in guarantees for e-fuels or increasing CO2 prices for fuels.

4.2.7 The role of different policy levels in supporting alternative vehicles

Even if most road transport movements occur at the regional level, they are not limited by national borders. International road transport, especially road freight transport, increased heavily in the last two decades. So alternative fuel development can only be designed cooperatively, in the best case through the concerted action of EU member states and communities. Actions have to address both the supply and demand side. The EU Commission has made one important step with the Alternative Fuel Infrastructure Directive (AFID), and is going one stage further with emission regulation for cars, light duty vehicles and, for the first time, heavy duty vehicles. These actions should find support at member states level and community level. Looking towards the future, there are three examples for possible cooperation.

- **Fuel taxation:** Especially with regard to international freight transport a GHG emission based taxation should not be implemented just in individual countries. So EU Commission and member states should team up to define a minimum fuel taxation for all fuels in the EU, which is at least partly based on the GHG emissions. Each member state still have the sovereignty for it's own fuels taxation and can vary the taxation of different fuels on the base of a common EU minimum taxation. In order to reduce emissions, GHG emission based taxation can be an efficient instrument as it
 - Directly addresses private and commercial users who are responsible for the emissions
 - Gives incentives to drive energy-efficiently and to use energy-efficient vehicles
 - Gives incentives for investments in alternative propulsion systems
 - Gives incentives for using low-emission fuels in the long-term perspective
- **Road toll** charging could provide a strong incentive to promote alternative propulsion systems, if it is based on distance and CO₂-emissions. So far there have been a multitude of different national toll systems. The EU and EU member states should cooperate to agree on a common toll system for cars, and opt to include CO₂ as one factor in the already existing Eurovignette directive. Each member state would be responsible for the individual toll design and the use of the revenues. Additionally, local communities could be given the option of implementing congestion charges to reduce local emissions and drive the shift towards public transport. However, this should be accompanied by an improvement in public transport services.
- **Emission performance standards** for new passenger cars, light-duty vehicles and heavy-duty vehicles are the main driver for industry to invest in alternative propulsion systems. However, setting standards alone will not be successful. Member states and communities have to create a framework to boost the demand for the vehicles. On the national level, fuel and vehicle taxation as well as road toll charging is very important. Initial infrastructure expansion can be promoted by member states and communities. On the local level, long-term targets for low emission vehicles and discussions regarding driving bans strengthen awareness and the need to invest in alternative vehicles.

Figure 4-5: Different policy levels to support alternative vehicles and infrastructure



Source: DENA (Publisher) Pathway to the future - Scandria®2Act Clean Fuel Deployment Strategy, Summary, November 2018

4.3 Multimodal Transport

The term “multimodal transport” is generally used in many ways. The TEN-T Guidelines define “multimodal transport” means the carriage of passengers or freight, or both, using two or more modes of transport¹³. In the Scandria@2Act project it is also used for both passenger and freight transport and basically means that two (or more) modes of transport are used sequentially for a certain journey, while the passenger or freight, intermodal or conventional, is changing the mode, or at least the means of transport.

The majority of activities carried out in Scandria@2Act project were on freight, while only one was on passenger transport. Consequently the conclusions are presented in two different chapters hereunder.

4.3.1 Multimodal freight transport

The technical (content wise) background on this subject was developed by the Scandria@2Act partners in the framework of the WP 3 (“Multimodal Transport”) and summarized in a document “Assessing offers and preconditions for multimodal freight transport in the Scandria@2Act partner regions”.¹⁴

The report summarizes actions taken and results achieved concerning the following activities:

1. Existing multimodal freight offers in the Scandria@2Act partner regions
2. The role of Ro-Ro shipping in a stricter regulatory environment
3. Shipper needs in relation to multimodal freight transport services
4. Business models for multimodal services

The report provides a comprehensive overview of relevant multimodal services provided in the Scandria@Corridor. The report is intended for use mainly by project partners creating a framework and common ground for defining / refining the scope of activities in the subsequent activities. However, the results can also be used by regional, national and European transport planning authorities, multimodal service providers, forwarders and shippers, knowledge institutions and industry organisations. The chapter on Ro-Ro shipping is targeted at multimodal freight service providers, who are considering including a sea transport in their supply chain. The results of the investigation of shipper needs will complement the supply side multimodal offers with the demand side requirements. As such, shippers are vital as stakeholders involved in transport logistics, including those participating in the **multilevel governance dialogue of WP4**. In terms of multimodal business models, the report evaluates multimodal collaborations by providing a scale of engagement from arm’s length collaboration to close strategic partnership. This tool is coined the “Multimodal Collaboration Framework”. Cost/benefits estimates are presented for different collaborative types. Relational transaction costs are added to each collaborative type presenting further details on the ‘cost of engagement’ and thereby guiding the decision making process. According to the authors’ conclusions, the Multimodal Collaboration Framework targets transportation providers and B2B customers, including municipalities, regions and others. However the latter is not supported by the report’s the main findings which displayed in the following table.

¹³ Regulation (EU) 1315/2013, Article 3 lit. n.

¹⁴ Assessing offers and preconditions for multimodal freight transport in the Scandria@2Act partner regions: Summary report, March 2019.

Figure 4-6: Main findings with respect to the four freight actions

Available intermodal services	<ul style="list-style-type: none"> Several intermodal transport services connect Scandinavia to central Europe, mainly through Malmö, Helsingborg and Trelleborg Malmö is the main terminal for goods due to the Öresund bridge Collaboration between transport companies is very common Norwegian and Swedish train operators mainly active in domestic services work with international transport operators to reach central Europe There is no intermodal link to/from the Örebro region Outside railroad, the most common connections are with Ro-Ro ships from Trelleborg and Helsingborg
The effect of stricter environmental regulation on Ro-Ro services	<ul style="list-style-type: none"> Ro-Ro flows have not been affected much by the stricter sulphur regulations due to the: <ul style="list-style-type: none"> large drop of fuel prices that coincided with the introduction of the regulation 'systematic' nature and long term contracts of RoRo-traffic in Finland role of external influences other than the cost of marine fuel The Ro-Ro are sensitive to even moderate changes in demand (withdrawal of services are not uncommon) There are measures for mitigating the adverse effects of regulation on the Ro-Ro industry (e.g. Eco-bonus)
Shippers needs and priorities	<ul style="list-style-type: none"> Price gains importance as competition grows and quality is taken for granted Infrastructure is perceived as the top priority: <ul style="list-style-type: none"> improvement of road and rail accesses to multimodal terminals/ports strengthening of the capacity of existing facilities/links Operational aspects are also important: <ul style="list-style-type: none"> interoperability problems of rail transport administrative/regulatory burdens of waterborne transport Negative reaction towards longer trucks We need to target promotional activities to the right decision makers
Business models for multimodal transport	<ul style="list-style-type: none"> Multimodal transport leads to additional transshipment costs Compensation for these additional costs comprises a precondition for multimodality Collaboration relationships create synergies and economies of scale There is no such thing as one-size-fits-all All types of arrangements can make an optimal solution depending on factors such as the nature of the collaboration (horizontal/vertical), its duration, the required commitment, the resources engaged, etc.

Source: George Panagakos, Presentation at the Partner Meeting, Brussels, 4 March 2019 based on Summary, Version February 2019

Against that background the report suggests the following directions for work which are summarized under the three themes competitiveness, decarbonisation and digitalisation:¹⁵

¹⁵ Assessing offers and preconditions for multimodal freight transport in the Scandria@2Act partner regions: Summary report, March 2019.

Competitiveness

“Among all advantages of multimodal transport, price has repeatedly been proven as the most decisive factor. However, improvements in competitiveness are easier said than done. They constitute a challenge that requires multiple actions from all involved stakeholders.

Infrastructural improvements in the form of strengthening the capacity of existing facilities/links and upgrading the road/rail accesses to multimodal terminals/ports are considered by the users of the transport system as the most valued precondition. The public sector has a leading role in this regard. The European Coordinators need all the support they can get to meet the challenge of delivering the CNCs as planned. **The regions can contribute with a bottom-up perspective that is of particular value in investment planning, especially in relation to urban nodes.**

A second group of preconditions that are important for both their effect on competitiveness and the value attached to them by the shippers (in the broader sense of the term) concern the **administrative and regulatory issues** that hinder multimodality. They relate mainly to the rail and waterborne transport, which usually comprise the long haul of a multimodal logistics solution. Once again, the majority of these problems call for public sector action. There are, however, areas in this domain that require the intervention of the **regions**, particularly in connection to their planning duties and/or their possible involvement in owning/managing transport facilities and services. Synchronisation of transport schedules and opening hours of terminals are examples of such areas.

Preconditions that need to be addressed at a lower level include the development of a **dense network of logistics centres**, as suggested by Activity A3.2-1, and the vertical and horizontal collaboration of supply chain actors, as suggested by Activity A3.2-4. The former reduces the cost of last mile that usually comprises a significant share of the total door-to-door transit cost, while the latter widens the spectrum of available services and minimises the administrative costs (vertical collaboration), and also improves flexibility and asset utilisation (horizontal collaboration). In both cases, the **regions** might be actively involved.

Training in logistics is another area, where the regions may actively foster multimodality, either through direct involvement or through campaigns promoting the profession of logistics and the available training opportunities.

Decarbonisation

Today the environmentally friendly features of multimodal transport do not seem to impress users, as much as expected. Due to the mounting pressures of climate change, though, this will probably change in the future, especially if the external costs of transport are finally internalised.

Decarbonisation is a broad term that includes:

- alternative fuels,
- technological measures improving the energy efficiency of vehicles/vessels (aero- / hydrodynamic design, use of lighter materials, etc.),
- operational measures improving the energy efficiency of vehicles/vessels (speed optimisation, driving behaviour, etc.),
- asset utilisation (load factor, minimisation of empty runs, etc.),
- demand management (transport avoidance, network design, etc.),
- modal shifts (from road to rail and waterborne transport).

It is worth mentioning that with the exception of alternative fuels, all other measures listed above reduce energy consumption, which does not come free. Therefore, in addition to environmental benefits, all these measures lead to more competitive transport arrangements, comprising win-win solutions.

All stakeholders have a role to play here. European and national authorities are responsible for setting standards with regard to allowable emissions, fuel quality, dimensions and weights of logistics units and vehicles (longer trains/trucks), as well for establishing financial incentives and disincentives. Activity A3.2-2 has shown the impacts that fuel quality legislation and financial incentives (i.e. an Eco-bonus scheme) might have on the market shares of the Ro-Ro industry along the Scandria®Corridor. Regional and local authorities can be influential in relation to demand management through actions concerning network design/land uses, transport avoidance campaigns, etc. The transport service providers are in charge of the energy efficiency and utilisation of their fleets, while shippers might play a catalytic role through adjusting their behaviour.

Digitalisation

Digitalisation is expected to have far-reaching impacts on world economy, productivity, income distribution, well-being and the environment. In the logistics field, the widespread digitalisation along with rapid developments in automation, robotics and artificial intelligence transform the entire supply chain together with the corresponding business models.

It is not only about the robots and automated vehicles that are at our doorsteps. Through countless applications, digitalisation is also a means for achieving both the competitiveness and decarbonisation of the other two pillars.

The shippers and freight forwarders of Activity A3.2-3 have indicated their support for all relevant measures proposed (stronger customer support; information on available services; cargo tracking and tracing services; communication within the supply chain; and on-line platform for cargo consolidation).

In addition to direct benefits in their own productivity through specialised ICT applications, the regions have an important role to play in developing the necessary legal framework and providing the appropriate infrastructure for the fast and safe exchange of information.

The three pillars presented above constitute the directions that future work along the Scandria®Corridor can take in relation to multimodal freight logistics.”

4.3.2 Multimodal passenger transport

The activity on multimodal passenger transport carried out in the scope of the Scandria®2Act project is headlined “Improved Public Transport Information within Scandria®2Act” and focused on more convenient information and ticketing on international trips between Berlin-Brandenburg, Copenhagen and Skåne. The following achievements are reported on the Scandria®2Act website:¹⁶

“Within Scandria®2Act the partners Public Transport Authority Berlin-Brandenburg (VBB), Skanetrafiken and Rejseplanen enhanced their platforms, where travellers get all needed information to plan and book a trip abroad.

In the beginning of 2019 extension were released. It just needs to use the familiar mobile apps of Skanetrafiken and VBB or the webinterfaces to easily plan [...] a trip and purchase the tickets, avoiding loss of time when trying to purchase them on the spot from ticketing machines.

Working closely together within Scandria®2Act, Skanetrafiken, VBB and Rejseplanen jointly implemented modules that enable the customer to acquire improved public transport route planning, tariff information and possibilities to purchase tickets as well as information on punctuality and disturbances on mobile devices.

¹⁶ <https://scandria-corridor.eu/index.php/en/scandria-2act/news-scandria-2act/604-improved-passenger-information-within-scandria-2act>, accessed on April 30, 2019.

The technical solution works within the EU-Spirit network that interlinks all necessary technical systems. Within Scandria@2Act the partners provided a modular extension of the already operating IT systems and architecture.

Thus, the customer will be able to access additional information on tariffs and disturbances via the user interfaces he is used to, i.e. regional public transport information systems www.vbb.de, www.skanetrafiken.se, and www.rejseplanen.dk and their mobile apps. The new functionality allows the user also to access ticket booking information with the opportunity to purchase tickets via the partner booking systems.

The travellers will hardly notice a change, as they will just receive more information through their favourite interfaces.

The new functionalities required intensive collaboration of Skånetrafiken, VBB and Rejseplanen for nearly two years to solve all the technical and organisational questions arising during the process. In the end, the public transport travellers gain functionality and the public transport organisations gained a lot of experience.”

4.4 Cross border infrastructure and Digitalisation

The notion of “cross border infrastructure” as a further activity in which the regions represented in the Scandria@Alliance may work although no specific technical activity in the Scandria@2Act project was foreseen for that.

Too, the “Digitalisation” aspect was not an explicit task dealt with in the Scandria@2Act project, but both the finding on the potential of digitalisation in freight logistics and the findings on the intermodal passenger route planners pinpoint at the importance to deal with such issues.

In the workshop meeting in Potsdam in January 2019, where Scandria@2Act partners were present to share the results, brainstorm and draw conclusions with respect to the further work plan, however, these two points were agreed upon for the Work Plan.

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(Scandria, 2016)	Scandinavian-Adriatic Corridor for Innovation and Growth, Past – Present – Future, <i>Joint Spatial Planning Department Berlin-Brandenburg</i> , Potsdam, August 2016

Websites

ARC Airport Region Conference	http://www.airportregions.org
Association of Polish Regions of Baltic-Adriatic Transport Corridor	www.regionybac.pl
Baltic Development Forum (BDF)	http://www.bdforum.org
Baltic Sea Tourism Forum	http://www.balticseatourism.net/
Baltic Sea States Sub-regional Cooperation (BSSSC)	https://www.bsssc.com
BalMed (Baltic Metropols)	http://www.baltmet.org

Central European Transport Corridor (CETC-EGTC)	http://www.cetc.pl
Conference of Peripheral Maritime Regions (CPMR)	http://cpmr.org
Closer	http://closer.lindholmen.se
EMTA (TRANSPORT)	http://www.emta.com
ENCN - Eastern Norway County Network	http://www.ostsam.no
EUROCITIES	http://www.eurocities.eu
Helsinki Metropolitan Smart and Clean Foundation	http://www.sitra.fi
HyER (Hydrogen Fuel Cells and Electro-mobility in European Regions)	http://hyer.eu
IKM	http://www.deutsche-metropolregionen.org
Interregional Alliance for the Rhine Alpine Corridor	http://egtc-rhine-alpine.eu/de/
Magistrale – The "Main Line for Europe" Initiative	http://www.magistrale.org
Mälardalsrådet	http://www.malardalsradet.se
METREX	http://www.eurometrex.org
Oslo Region European Office (ORE)	http://osloregion.org
Rail Freight Corridor Association (RailNetEurope)	http://www.rne.eu
Rejseplanen	www.rejseplanen.dk
Skånetrafiken	www.skånetrafiken.se
STRING	http://www.stringnetwork.org
Vekehrsverbund Berlin Brandenburg (VBB)	www.vbb.de
The Scandinavian Arena (DSA)	http://www.denskandinaviskaarenan.com

Annexes

A1. Overview of Member Organizations of selected Scandria®2Act Partners with focus on transport and logistics

Organizations/ Initiatives	Skåne	Örebro County	Akershus County	Oslo City	ENCN	Helsinki-Uusimaa	City of Turku	JSPD B-BB
Greater Copenhagen Skåne Committee	x							
STRING	x				x			
The Scandinavian Arena	x		x	x				
CETC-EGTC	x							
CPMR	x	x			x	x	x	
Company Oslo-Stockholm 2.55 AB		x						
Project Bothnian Corridor		x						
Mälardalsrådet		x						
Closer		x						
METREX			x	x		x		x
IKM								x
BSSSC	x	x			x	x	x	Brandenburg
Airport Region Conference			x			x		x
HyER	x		x					Berlin
Oslo Region European Office (ORE)			x	x				
ENCN			x	x				
EUROCITIES	Malmö			x		Helsinki	x	Berlin
EMTA (TRANSPORT)				x (RUTER)		Helsinki (HSL)		Berlin (VBB)
FREVUE				x				
Baltic Metropolis	Malmö			x		Helsinki		Berlin
Baltic Development Forum	x					Helsinki	x	Berlin
AER					x			
AIKO						x		
Helsinki Metropolitan Smart and Clean Foundation						x		
FinEst Transport Initiative						x		
Baltic Sea Tourism Forum						x	x	



A2. Signed Alliance Agreement