Results of the Call for Experience Sharing of Transport Projects

Consultation with members

Background Information

The following Regions replied to the questionnaire:

- Blekinge
- Central Ostrobothnia
- Helsinki-Uusimaa
- Kymelaakso
- Norrbotten
- Northern Growth Zone (Helsinki-Uusimaa, SouthWest Finland, Satakunta, Päijät-Häme, Kymenlaakso, South Karelia)
- Örebro
- Ostrobothnia
- Oulu
- Podlaskie
- Skåne
- SouthWest Finland
- Stockholm
- Västerbotten
Introduction

Firstly, I would like to thank you all for great contribution to this experience sharing. It is with pleasure that I notice the great overall experience among the Member Regions in the transport working group, which extends over large areas of the field of transport, sustainability and logistics.

Several regions describe how they integrate transport issues and the shift to more sustainable transport in regional spatial planning and regional development. Among other things, an interesting project in transport simulation is underway. Here we can learn a lot from each other. Many regions have experience of working with logistics, freight, modal shifts between modes of transport and efficiency. Here, a common challenge seems to be data collection and finding a good way for the public to collaborate with the freight companies. Here, too, there is a great opportunity for exchange of experience within our working group.

Another theme that several regions have experience of is working in different ways to reduce carbon dioxide emissions caused by the transport sector and with alternative fuels. Here we need to find innovative solutions and together identify how this work can be exchanged at the EU level.

Several have also worked actively with public transport, mobility as a service (MaaS) and car sharing services to reduce emissions from the transport sector and streamline transport and community services.

Finally, there is valuable experience from EU funding and funding through TEN-T and CEF, which may be worth sharing within the working group. In this way we can all become better at seeking EU funding and identify obstacles that we should put forward in the TEN-T revision.

Bosse Andersson,
Chair of the BSC Transport Working Group

January 2020
The outline of the report

First, a clustering of the various projects with a brief description of each project. Then proposals of specific political positions based on the experiences the regions have shared. Finally, a more detailed description of the projects from every region.

Clustering of the projects from the Regions

The responses are clustered into five areas:

A. Freight
B. Land use and transport Planning
C. New structure for sustainable travel.
D. Infrastructure
E. Decarbonisation of the transport sector. Alternative fuels

A. Freight

TENTacle
The aim was to reap benefits of the TEN-T core network corridors' implementation for the prosperity, sustainable growth and territorial cohesion in the BSR. Activities were carried out in 7 pilot cases with different locations to the TEN-T network.

ASTE - digital management platform for low-carbon logistics (EU/EAKR project)
Development of digital management application platform to connect transportation needs and services. Infrastructure and user interfaces: online web-interface for fleet management, order forms for needs and driver apps for service deliveries, smart boxes in use and also online payment transactions.

Finnhub.net application - logistics "tinder" for export/import companies
In the NetHub project a quote was developed requesting application for export/import companies. Development was carried out together with logistics companies and clients.

Corridor as a Service (CaaS) ecosystem
A digital hub for supply chains and freight that innovates new technology and services to create more efficient logistics. A new concept for logistics combining ITS systems to intelligent logistics.

TENTacle - Catching the goods transports from the northern areas to CNCs
A functional extension of the CNCs to the northernmost BSR areas was explored, with the Örebro transport hub as a key gateway area. A streamlined CNC implementation with supply chain management supporting a modal shift from road to rail transport, was investigated.

Scandria2act- Shifting freight from road to rail: a market-ready solution in Örebro and the challenges and opportunities related to it
Shifting freight from road to rail: a market-ready solution in Örebro and the challenges and opportunities related to it.

Hinterland railway freight terminal in Storuman
A survey from KTH Royal Institute of Technology in 2005 found out:
The need for a railway terminal for modal ship road-railway
The present situation at Storuman central did not work - functionally or environmentally
A location at the industry plant in Stensele outside Storuman was suitable.
B. Land Use and Transport Planning

Integrated Planning Model (IPM): Multicriteria analysis as a background for sustainable mobility linked solutions at regional planning level
As a part of regional planning, we have piloted a tool called IPM. We have used IPM for analyses, land-use and transport planning, comparing alternatives, impact assessment and for visual materials for interaction.

Climate goals from Oulu region’s perspective
The general transport simulation model of Oulu Region will be further developed to provide a more concrete understanding how different choices in land use planning and transport infrastructure development affect the amount of greenhouse gas emissions produced by the whole transport system.

C. New structure for sustainable travel

Developing commuting by train in Norrbotten and to neighboring regions and countries
The purpose of the project is to develop commuter train traffic in Norrbotten for a future sustainable journey. Part of the project is about establishing commuter train on a new railway line connecting to the Finnish railway network in Haparanda /Torneå.

MaaS - Combined mobility service Travis
A collaboration with the company Nobina under the brand Travis, where citizens mainly in Järfälla are offered pay-as-you-go services including public transport, bicycle/kickbike/car sharing and taxi. Started in mid-October 2019.

Project manager Business development
A collaboration with UbiGo where citizens in parts of Stockholm are offered a monthly subscription of transportation services including public transport, car sharing and taxi. Started late 2018 and customers are currently (Nov 2019) doing about 1 000 trips/week within the project.

KYYTIIN! The development of service transport in the region of Kaustinen and city of Kannus
The project aimed at increasing cooperation between municipalities and the health care sector. Some transport tenders were sent together, overall cooperation increased, and the health care sector started a new operation center for arranging combined rides for the handicapped and elderly in 2017.

D. Infrastructure

Construction and extension of voivodship road No. 676 together with road engineering facilities and necessary technical infrastructure on the section Białystok - Supraśl along with Ogrodniczki and Krasne bypass
Communication improvement of Białystok - as capital of the region - with the local road network, national road network and European transport corridors - TEN-T network (road section from DW676 - DK19 - DK65 to S8).

The Midway Alignment of the Bothnian Corridor
To secure the E12 link over the Kvarken strait between Umeå (Sweden) and Vasa (Finland). Building an innovative and environmentally friendly RoPax-ferry and a test bed for new
innovations. The project is co-funded by the EU. Broad involvement between different stakeholders - public and private. Reduce CO2.

**E. Decarbonisation of the transport sector. Alternative fuels**

**Green REgions with Alternative fuels for Transport (GREAT)**
GREAT is an EU-funded project in the northern part of Scan/Med corridor. 69 quick chargers for electrical vehicles and 1 filling station for liquified gas for HDT have been built within the project.

**Minister of Education Li Andersson - Proposal: Incentive for converting cars to biogas**
Finnish Minister of Education has stated administration should do more to encourage motorists to switch to biogas and bioethanol-powered vehicles.

**Climate friendly option for sea transport - Waste-based bio oil collaboration between Meriaura and Hesburger**
Family-owned shipping company Meriaura from Turku has introduced almost carbon neutral transport contracts. Meriaura EcoVoy-concept is based on low-consumption, biofuel-powered EcoCoaster vessels.

**The Finnish Government scrapping schemes**
The Finnish Government has expedited the renewal of the car population by means of a scrapping premium. In 2018, the buyer of a new passenger car received a scrapping premium of 1 500 euros if the buyer delivered an old car owned by the buyer for scrapping at the same time.

**Expanding access to low-emission road fuel gas - Biogas collaboration between Gasum and Ikea Finland**
Consumers and businesses are able to fuel their gas vehicles with environmentally friendly biogas. In 2018, two gas filling stations were opened in conjunction with IKEA stores in Finland, Espoo and Vantaa. In 2019, stations were opened in conjunction with the Raisio, Kuopio and Tampere IKEA stores.

**eRoad Arlanda**
eRoad Arlanda is one of several projects in the Swedish Transport Administration’s pre-commercial procurement of innovation for the development of electrified roads. The techniques are based on conductive technology that use an electric rail installed in roads to power and recharge vehicles.

**Frame project; Promoting infrastructure for fossil free fuel in northern Sweden**
The idea was to set up an administrative unit to which the actors could apply. Our aim was that the support could have been 30-70 % and the supporting money should come from available money in the ERDF fund for upper northern Sweden. The total project budget was about 7 million Euro.

**Proposals on specific political positions based in the experiences that the regions have shared**
The Baltic Sea Commission believes that it is very important working towards having a transport and infrastructure policy at EU level to achieve the jointly set goals, primarily regarding freight transport. We believe that the policy should focus on cross-border
infrastructure, the removal of bottlenecks, the promotion of innovative transport solutions, the promotion of multimodal transport chains and the contribution to the phasing out of fossil fuels. The policy should also focus on standardizations and simplification of rules within the whole EU and towards external borders for example against Norway and Russia. We see an added value in that the EU transport policy contributes to the transition to an economy and a society characterized by low carbon consumption and climate resistance.

To create seamless flows, common standards are required as well as the identification of important European transport routes. The areas that the BSC sees primarily a development potential to meet the challenges of the future for Europe's common transport infrastructure policy are to further improve the TEN-T network's continuity and make it possible to better utilize existing infrastructure. Improving multimodal connection as well as further developing EU-wide infrastructure standards is also important in meeting the challenges of the future for Europe's common transport infrastructure policy.

The Baltic Sea Region also considers that it is important that the EU transport policy focuses more clearly on priorities in peripheral areas with great potential for increased European added value. For example, northern Sweden accounts for 90 per cent of the EU's iron ore production, as well as other important minerals and forest raw materials, necessary for the European industry.

Two political focus areas:
1. Freight
2. Decarbonisation of the transport sector. Alternative fuels

1. **Political focus on Freight**

Within the EU the achievement of the internal market is a priority objective. The free movement of goods, services, capital and people, free competition and equal rules that optimizes the conditions for trade within the EU and strengthens European cohesion are important positions in the EU.

Freight traffic faces several challenges, not only climate change and increased demands on the environment and security, but also the growing population and increased e-commerce.

Within the geographical area where the CPMR Baltic Sea Commission is active, several regions have worked within projects focusing on freight transports. To achieve the overall EU targets on reduced emissions and strengthen sustainability, it is at least as important to focus on freight transports as it is focusing on passenger transport. The regions within the CPMR Baltic Sea Commission will actively work towards the EU and national levels to increase the modal shift and the proportion of goods transferred from road to rail and sea shipping.

CPMR wants a strong focus on these issues:
- encourage and participate in demonstrations with new innovative freight solutions: Fleet management software, artificial intelligence and data tools;
- create opportunities for transport off peak hours in cities;
- promote increased use of waterways for freight transport on domestic waterways;
- Last Mile Problem: promote better conditions for the transport of goods by light electric vehicles, (e-cargo bikes or other electric small delivery vehicles).
2. Political focus on Decarbonisation of the transport sector. Alternative fuels

Three areas are crucial to the transition for reducing carbo dioxide emission: more efficient and reduced transport (vehicle and passenger kilometers), more efficient and cleaner vehicles, and a phasing out of fossil fuels. By combining measures, it is possible to reduce emissions from road traffic.

The measures include more efficient use of the existing transport system and initiatives that lead to increased public transport and more pedestrians and cyclists. In addition, measures are also needed that lead to a combined mobility, energy efficiency and electrification of road traffic (electric vehicles), more efficient support and control of the traffic systems, a sharply increased proportion of biofuels, more rail and shipping, and a slower pace of development of aviation, car and truck traffic.

There will not be enough technical measures such as energy-efficient vehicles and fuels to achieve the political goals. A new direction is also needed in planning and development of society and infrastructure.

A large and coordinated investment in charging infrastructure for electric cars in the regions in CPMR is needed, as demand for public charging points is expected to increase rapidly.

The regions within the CPMR Baltic Sea Commission will actively work towards the EU to support extensive development, consumption and distribution of renewable fuels. The substitutes for the fossil fuels are needed to reach the EU targets on reducing emissions on transportation. Based on regions experiences, especially recycled biofuels (such as waste food, cooking oils, agricultural manure-based biogases or biofuels) are seen potential. New innovative transport solutions could be: HCT (high capacity transports), E-roads, electric vehicles, longer/heavier trains, electric airplanes, drones etc.

In CPRM, we decide to serve as a good example for other regions in the EU. Therefore, before the end of June 2021, member regions will have devised a strategy for how to work to reduce carbon dioxide emissions from their own business trips.
Responses received

Region: Region Blekinge

1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: TENTacle

2. Give a short description of the activities carried out:

Description (max 50 words): The aim was to reap benefits of the TEN-T core network corridors’ implementation for the prosperity, sustainable growth and territorial cohesion in the BSR. Activities were carried out in 7 pilot cases with different locations to the TEN-T network. The result was a replicable solution for other regions.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): The optimum solutions for each pilot area were designed through an open stakeholder interaction process to help the various public and market sector players communicate, share goals and agree on best reckoning measures.

By involving themselves in this process, the stakeholders became more aware of the CNC implementation and of implications that corridor infrastructure investments may bring for their own priorities and strategies. Working towards the joint deliverable and taking part in exchange activities between the corresponding pilot cases (cf. achievements described under the ‘learning experience’), they gained ability to design and manage effective place-based policies, strategies, actions and logistics solutions profiting from the access to the CNCs. The outputs present replicable know-how, enabling public and market sector stakeholders - irrespective of the geographical location - to adjust their policy actions, governance response and business strategies to fully maximise the benefits and mitigate any threats induced by the investment decisions along the corridors.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

All reports and outputs can be found here: http://www.tentacle.eu/downloads/
Region: Central Ostrobothnia, Finland

1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: ASTE - digital management platform for low-carbon logistics (EU/EAKR project)

2. Give a short description of the activities carried out:

Description (max 50 words): Development of digital management application platform to connect transportation needs and services. Infrastructure and user interfaces: online web-interface for fleet management, order forms for needs and driver apps for service deliveries, smart boxes in use and also online payment transactions.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): In first place it was pretty easy to find company partners for this local area project, because the topic was up to date in many ways. Part of the positive and accelerating pressure to participate came from the upcoming changes of national transportation legislation and of course longer-term low-carbon/emission needs.

Delivery companies who were not the only target group, did not find it convenient to participate by their own private funding for this project. In-kind participation would have been once again a useful method here, as in other similarly funded projects too. Small companies as important players in value chains do not have the same kind of resources as the bigger ones.

Some of the transportation companies saw this as a good opportunity to gain experience and to get more familiar with new, future digital platforms and tools. On the other hand, attitudes and culture as a whole must change a lot and what could be a better way to realise and pilot that, than these kind of projects for the future of logistics. For some delivery companies it was tough to see this crowd-sourced method as future method, but the customers saw this as huge possibility.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

Project page: https://tki.centria.fi/project/vaste/6718/6718/6718
Facebook: www.facebook.com/vaste.hanke
Link to VASTE-smartbox picture: https://www.keskipohjanmaa.fi/mainos/578732
Region: Helsinki-Uusimaa

1. Title of your example aimed at fostering sustainable transport solutions in your region?

| Title: Integrated Planning Model (IPM): Multicriteria analysis as a background for sustainable mobility linked solutions at regional planning level |

2. Give a short description of the activities carried out:

| Description (max 50 words): As a part of regional planning, we have piloted a tool called IPM. We imported IPM from Stockholm Region, and tailored it to local conditions. We have used IPM for analyses, land-use and transport planning, comparing alternatives, impact assessment and for visual materials for interaction. |

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

<table>
<thead>
<tr>
<th>Experiences and lessons learnt (max 400 words): Good:</th>
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<tbody>
<tr>
<td>• IPM tool is transparent, easy and quick to use and saves huge amount of human resources;</td>
</tr>
<tr>
<td>• We have all the data of the region compiled and structured in one place into 250m x 250m grid, which makes it easy to add new data, update existing data and perform various analyses, for example, sensitivity analyses;</td>
</tr>
<tr>
<td>• We have been able to compare different development paths e.g. structural models and their effects e.g. transport sustainability;</td>
</tr>
<tr>
<td>• The tool supports an interactive process whereby land use influences transport demand, while new transport projects affect land use accessibility and hence the attractiveness of different locations;</td>
</tr>
<tr>
<td>• With IPM we were able to find the most sustainable locations for new land use and their optimal order of execution, thus responding well to the main challenge of the planning work;</td>
</tr>
<tr>
<td>• With IPM tool it is easy to illustrate to decision-makers the delivery of the planning process goals on the map: for example, if you emphasise sustainable modes of transport and existing urban structure, land use focuses on centres and along existing public transport corridors;</td>
</tr>
<tr>
<td>• The IPM tool is also good for completing the existing urban structure.</td>
</tr>
</tbody>
</table>
4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

About IPM Tool (in Finnish):
https://www.uudenmaanliitto.fi/files/22694/Maankayton_mallinnusmenetelma_IPM_Uudella_malla_Menetelmakuvaus.pdf
Regional Plan 2050:
Story map:
https://uudenmaanliitto.maps.arcgis.com/apps/MapJournal/index.html?appid=ab4f8ac3cbe94847a1064c9e0b4fd202
Regional Planning in general:
https://www.uudenmaanliitto.fi/en/development_and_planning/regional_land_use_planning
Region: Kymenlaakso

1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: Finnhub.net application - logistics "tinder" for export/import companies

2. Give a short description of the activities carried out:

Description (max 50 words): In the NetHub project a quote was developed requesting application for export/import companies. Development was carried out together with logistics companies and clients. Open data (tax authority, business information) was also added to an application to help compare service providers.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): Logistics industry needs digital development and transparency, openness in general. Now the situation is like the logistic companies prefer to develop their own digital systems and are not very interested in sharing information. On the other hand, they would like to join this kind of application if there were to be a lot of enquiries (easy to get customers). Finnish logistics chains are based on forest industry needs and for big companies which have their own resources to tender logistics services. Our target was small and medium-size companies because they face a lack of cargo flow and expertise in buying logistic services. During the project we noticed that a lot of SME’s still sell their product EXWORKS own factory-term (they do not take care of logistics), so this will need a change of attitude and more will need to be learnt about logistics. Only the logistics industry can change this attitude in emphasising the importance of logistics as a part of the product. This can be achieved by informing, speaking, marketing in different channels. Our problem was too small a budget for marketing. So, this will take more time than we expected; attitudes will change. The application itself works very well.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

https://finhub.net/en/#/index
Region: Region Norrbotten

1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: Developing commuting by train in Norrbotten and to neighboring regions and countries

2. Give a short description of the activities carried out:

Description (max 50 words): The purpose of the project is to develop commuter train traffic in Norrbotten for a future sustainable journey. Part of the project is about establishing commuter train on a new railway line connecting to the Finnish railway network in Haparanda/Torneå.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): The project has a coordinating role and has been crucial in the work of gathering the actors and clarifying what necessary activities need to be done for progress. The project has also facilitated communication with the state for a unified and clear message. Not least, the clarity has generated increased interest from the Finnish stakeholders, where we now see activities and investments that create the conditions for cross-border traffic. By showing action, a driving force is created.

The traffic on the Swedish side is planned to start in 2021 and on the Finnish side an investigation in electrification has started as well as traffic studies.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

All
Region: Northern Growth Zone (Helsinki-Uusimaa, Southwest Finland, Satakunta, Päijät-Häme, Kymenlaakso and South Karelia)

1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: Corridor as a Service (CaaS) ecosystem

2. Give a short description of the activities carried out:

Description (max 50 words): Corridor as a Service: A digital hub for supply chains and freight that innovates new technology and services to create more efficient logistics. A new concept for logistics combining ITS systems to intelligent logistics.
https://www.caasnordic.eu/what-is-caas/

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): In the CaaS approach main logistics corridors are tightly connected to logistics hubs by providing robust data and information sharing for the operating environment. From the very beginning, the CaaS concept has been developed in PPP-collaboration where private and public sectors have collaborated with research. The CaaS concept was established in 2018 in Finland.

The development began from road transport, but soon CaaS covered all modes of freight transport. The goal of the new concept is to improve goods logistics in a business-led manner in order to facilitate international and regional business. In the CaaS development demonstrations and the real world, pilots are used to test and prove new solutions and value adding services.

In the pilot projects financed by the national AIKO funding instrument (a growth zone agreement between the Northern Growth Zone and the state of Finland) focusing on freight logistics in the Northern Growth Zone, there has been as much as 70% savings possible in logistics costs.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

https://www.caasnordic.eu/
1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: TENtacle - Catching the goods transports from the northern areas to CNCs

2. Give a short description of the activities carried out:

Description (max 50 words): A functional extension of the CNCs to the northernmost BSR areas was explored, with the Örebro transport hub as a key gateway area. A streamlined CNC implementation with supply chain management supporting a modal shift from road to rail transport, was investigated.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): There are multiple challenges in moving freight from road to rail. Higher costs and lower reliability are two specific reasons in this area for choosing modes other than rail. In addition, companies with consumer goods often cannot gather enough volume to have their own dedicated system trains. Coordination with other companies is needed, preferably with similar destinations and timetables. Another challenge is technical incompatibilities regarding the use of loading units for different types of freight. The main output was a report on ‘Strengthening Örebro as an entry/exit hub to the northern Baltic Sea Region corridor: A generalised solution to support regions in shifting freight from road to rail’. Extensive mapping of current freight flows and potential for the modal shift was conducted in the Örebro area and in a future-anticipated extended CNC corridor towards northern Sweden, Norway and Finland. The report suggests measures to develop further cooperation on how to support the modal shift of freight from road to rail through the Örebro intermodal hub. The main recommendation is to create a brokerage service, matching the customer needs with a train service.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

The Örebro Case:

Main output from the TENtacle project (Final report):
Region: Region Örebro

1. Title of your example aimed at fostering sustainable transport solutions in your region?

   Title: Scandria2act - Shifting freight from road to rail: a market-ready solution in Örebro and the challenges and opportunities related to it.

2. Give a short description of the activities carried out:

   Description (max 50 words): The aims of this study were to:
   • Propose a market-ready solution to shifting freight from road to rail for freight flows from Örebro to/from Europe that can be implemented by actors working in the region;
   • Identify the challenges and opportunities for creating a viable solution mentioned above.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

   Experiences and lessons learnt (max 400 words): Several challenges and opportunities for developing a multi-modal solution along the ScanMed Corridor were identified. These challenges are based on the practical implementation of a market-ready solution from the point of view of the Regional Authority that worked on this as part of the Scandria®2Act project. The challenges focus on the difficult role of the public authority in creating the network and collecting and storing the right kind of data as well as updating it regularly. There are many challenges in creating a train solution which stem from the difficulty in identifying large enough freight volumes. The biggest challenge in this study has been in identifying the role of the Regional Authority in supporting the introduction of a market-ready solution without distorting the competitive advantage of any of the market actors, and without collecting sensitive company-specific data. Questions such as cost, finding track times, lead times, etc are important but can be solved only by the train operators – a train operator books track times, makes best price offers based on a case-by-case basis, and offers the best solution available for their customers.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

   Click on the following link to access the Region Örebro case to download in pdf-format: https://www.scandria-corridor.eu/index.php/en/projects/scandria2-act/multimodal-transport
Region: Kaustisen seutukunta, Ostrobothnia, Finland

1. Title of your example aimed at fostering sustainable transport solutions in your region?
   Title: **KYYTIIN! The development of service transport in the region of Kaustinen and city of Kannus**

2. Give a short description of the activities carried out:
   **Description (max 50 words):** The project aimed at increasing cooperation between municipalities and the health care sector. Some transport tenders were sent together, overall cooperation increased, and the health care sector started a new operation centre for arranging combined rides for the handicapped and elderly in 2017.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?
   **Experiences and lessons learnt (max 400 words):**
   1. The operation centre that combines taxi rides for the handicapped and elderly people has generated savings in transport cost and administration. However, there is still much to do because the combining at the moment applies only to a small group of health care customers and no goods at all (laboratory samples, medicines, documents, equipment etc.).
   2. Communication plays a big part. It is important that public officers and politicians understand each other. A lack of information can cause unnecessary work, back and forth decisions and forgetting/misleading the end user. A strategic approach and shared understanding can help.
   3. In the end, developing new systems is always about the people. The actual change is nothing more than a decision but selling the change to all stakeholders is crucial. For example: if multiple municipalities want to achieve savings in school transport, one solution is combining routes so that one bus can serve as many schools as possible. This will cause changes in the beginning and ending times of schooldays, which will affect children, their parents, the teachers and many others. It requires courage to make these kinds of changes.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

   **Sources are in Finnish:**
   - [https://www.kyytikeskus.fi](https://www.kyytikeskus.fi) - the operation centre that combines taxi rides
   - [https://www.kyytiin2.fi](https://www.kyytiin2.fi) - the website of the on-going follow-up project for Kyytiin!
1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: Climate goals from Oulu region's perspective

2. Give a short description of the activities carried out:

Description (max 50 words): The general transport simulation model of Oulu Region will be further developed to provide a more concrete understanding how different choices in land use planning and transport infrastructure development affect the amount of greenhouse gas emissions produced by the whole transport system.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): The project has just started so experiences are still scarce. The major goal of the project is to develop a tool for better impact assessment and decision-making that could be scaled for use in different city regions in Finland. Approximately 30% of Finland's transports sector's CO2 emission reduction goals are allocated to transport system energy efficiency. A large part of the total emissions of Finland's transport sector are produced within the few major city regions. Thus, it is very important to set the long-term planning of land use and transport on the right track in terms of emissions.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

The materials are written in Finnish but can be at least partly translated for further use. The project will be finished in early spring 2020.
Region: Norrbotten

1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: Construction and extension of voivodship road No. 676 together with road engineering facilities and necessary technical infrastructure on the section Białystok - Supraśl along with Ogrodniczki and Krasne bypass.

2. Give a short description of the activities carried out:

Description (max 50 words): Communication improvement of Białystok - as capital of the region - with the local road network, national road network and European transport corridors - TEN-T network (road section from DW676 - DK19 - DK65 to S8).

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words):
As part of the investment, the existing road from Białystok to Nowodworce of a length 9.75 km was extended to two roadways; beltways of Ogrodniczki and Krasne were built (to protect valuable natural areas the flyover 618 meters long and 15 m high was built) to Supraśl-health resort town. There were also built: bus bays, sidewalks, bike paths, road engineering facilities and storm water drainage. Investment reduced the negative impact on the environment (reduced road noise, exhaust emission) as well as increased road capacity. Connection system was improved which increased the occupational mobility of residents and influenced increase of the region competitiveness.

During the road reconstruction- at the design stage - there were used climate-friendly materials ensuring effective monitoring of infrastructure vulnerability on climate change. Materials from the demolition of the reconstructed road - suitable for re-use in the construction process - were used to minimize the demand for new ones. Reconstruction of DW 676 increased the safety of drivers and road users.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

https://mapadotacji.gov.pl/projekty/748833/
fot. Grzegorz Osojca
1. **Title of your example aimed at fostering sustainable transport solutions in your region?**

   **Title:** Green REgions with Alternative fuels for Transport (GREAT)

2. **Give a short description of the activities carried out:**

   Description (max 50 words): GREAT is an EU-funded project in the northern part of Scan/Med corridor. 69 quick chargers for electrical vehicles and 1 filling station for liquified gas for HDT have been built within the project. The empowerment of customers for increased market share has also been an important activity.

3. **Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?**

   Experiences and lessons learnt (max 400 words): Being able to realise investments in infrastructure for alternative fuels right away thanks to grants from EU is a great opportunity and a big advantage for the decarbonisation of the transport sector. Actions such as GREAT are created to support development, if this had been an unproblematic and self-driven sector together with a mature market, then action such as GREAT would not be needed. The infrastructure that has been built becomes valuable for society only when it is used and the increase in market share of Alternative Fuel Vehicle (AFV) is still far too low! All partners in the action have the common and firm belief that it is better to act here and now and use the alternatives we have than continue to wait for the perfect fuel or any optimal technology! We need to get a public understanding and acceptance on how wise this is for our climate and for our environment.

4. **If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:**

   https://great-region.org/
Region: Southwest Finland

1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: Minister of Education Li Andersson - Proposal: Incentive for converting cars to biogas

2. Give a short description of the activities carried out:

Description (max 50 words): Finnish Minister of Education, Li Andersson, has stated administration should do more to encourage motorists to switch to biogas and bioethanol-powered vehicles.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): Minister Andersson has identified supporting vehicle conversions to biogas and bioethanol as a sensible and cost-efficient way to enable low-income earners to contribute to the fight against the climate emergency.

The Minister has said that the State should invest in building a nationwide fuelling infrastructure. One solution for the state to speed up the transition could be to pay for biogas conversions for everyone who wants one for one year.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:
1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: Climate friendly option for sea transport - Waste-based bio oil collaboration between Meriaura and Hesburger

2. Give a short description of the activities carried out:

Description (max 50 words): Family-owned shipping company Meriaura from Turku has introduced almost carbon neutral transport contracts. Meriaura EcoVoy-concept is based on low-consumption, biofuel-powered EcoCoaster vessels.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): VG EcoFuel Ltd (that is Part of Meriaura Group) in Uusikaupunki, takes care of collecting used cooking oils from restaurants, grocery stores and wholesale businesses, and further processes them at a bio oil plant. Every time the EcoCoasters come to a South Western harbour in Finland, they fill up with eco-fuel.

Collaboration with Hesburger is an example of responsible circular economy and transparent business. Meriaura collects Hesburger's used cooking oils to use as fuel for ships. The aim is both to solve a food waste problem and substitute fossil fuels at the same time.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

Region: Southwest Finland

1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: The Finnish Government scrapping schemes

2. Give a short description of the activities carried out:

Description (max 50 words): The Finnish Government has expedited the renewal of the car population by means of a scrapping premium. In 2018, the buyer of a new passenger car received a scrapping premium of 1,500 euros if the buyer delivered an old car owned by the buyer for scrapping at the same time.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): The campaigns in 2015 and 2018 have cut down emissions and improved the traffic safety of the car population. These campaigns by the Finnish Government are an indication of the fact that even small measures can reduce emissions significantly. A scrapping campaign carried out every few years would reduce the carbon dioxide emissions from cars by approx. 100,000 tonnes at the 2030 level.

Even though the scrapping premium requires Government funding, it also increases the state tax revenues in the form of car tax revenues and value-added tax revenues. The 2015 experiment increased car tax revenues by an extra 17 million euros.

Further information:
The carbon dioxide emissions of the new car could not exceed 110 g/km. There were no emission limit for plug-in hybrid cars, battery electric vehicles or cars driven either in whole or partly by high-concentration ethanol or methane. Their scrapping premium were 2,500 euros. The theoretical carbon dioxide emissions of the scrapped end-of-life cars were on average 70 per cent higher than those of the new cars purchased to replace the old cars.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:
Region: Southwest Finland

1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: Expanding access to low-emission road fuel gas - Biogas collaboration between Gasum and Ikea Finland

2. Give a short description of the activities carried out:

Description (max 50 words): Consumers and businesses are able to fuel their gas vehicles with environmentally friendly biogas. In 2018, two gas filling stations were opened in conjunction with IKEA stores in Finland, Espoo and Vantaa. In 2019, stations were opened in conjunction with the Raisio, Kuopio and Tampere IKEA stores.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): The aim has been to expand access to low-emission road fuel gas. The filling stations increase access to gas in new areas and further support the achievement of transport emission reduction targets. Using biogas to fuel road vehicles makes it possible to cut the greenhouse gas emissions generated over the fuel life cycle by up to 85% compared with fossil fuels.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

1. Title of your example aimed at fostering sustainable transport solutions in your region?

**Title:** eRoad Arlanda

2. Give a short description of the activities carried out:

**Description (max 50 words):** eRoad Arlanda is one of several projects in the Swedish Transport Administration’s pre-commercial procurement of innovation for the development of electrified roads. The techniques are based on conductive technology that use an electric rail installed in roads to power and recharge vehicles.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

**Experiences and lessons learnt (max 400 words):** The form of pre-commercial procurement was new for the project participants and the Swedish Transport Administration. It has been a learning process for everyone. Throughout the process, the dialogue with the procurement principals - the Swedish Transport Administration, Vinnova and the Swedish Energy Agency - has been good. As the project (procurement form) is new it can be difficult to get into the mindset. Sometimes the transfer of experience between people has not been sufficient.

The form of procurement leads to the project and the financier creating a supplier-client relationship, which is not entirely natural in a development project. It would have been best if one could have a joint development project, in which the Swedish Transport Administration could also participate with own resources in the project.

International rules say that a vehicle must not be loaded during travel, which is why the project has had to apply for a dispensary.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

- [https://eroadarlanda.com/about-the-project/](https://eroadarlanda.com/about-the-project/)
- [https://www.trafikverket.se/globalassets/dokument/elvagsdokument/eroads-arlanda_rapport.pdf](https://www.trafikverket.se/globalassets/dokument/elvagsdokument/eroads-arlanda_rapport.pdf)
1. Title of your example aimed at fostering sustainable transport solutions in your region?

**Title:** MaaS - Combined mobility service Travis

2. Give a short description of the activities carried out:

**Description (max 50 words):** A collaboration with the company Nobina under the brand Travis, where citizens mainly in Järfälla are offered pay-as-you-go services including public transport, bicycle/kickbike/car sharing and taxi. Started in mid-October 2019.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

**Experiences and lessons learnt (max 400 words):** There is not much experience from the actual service so far (Nov 2019). From the planning, we can learn that it is difficult to get car-based companies to be a part of MaaS and that it is hard to get parking places for shared cars.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

**Research in this project is carried out by KTH/ITRL and K2, where reports will be published in the future. Info about the solution:** [www.gettravisapp.se](http://www.gettravisapp.se)
1. Title of your example aimed at fostering sustainable transport solutions in your region?

Title: MaaS - Combined mobility service UbiGo

2. Give a short description of the activities carried out:

Description (max 50 words): A collaboration with UbiGo where citizens in parts of Stockholm are offered a monthly subscription of transportation services including public transport, car sharing and taxi. Started late 2018 and customers are currently (Nov 2019) doing about 1,000 trips/week within the project.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

Experiences and lessons learnt (max 400 words): Experience is that it takes a long time to get started and attract customers. Companies working in this area needs to aim for a long-term goal. Attracting customers also needs to be clever, there are a few that always are interested but then you need to actively find them. The best base to recruit from do not seem to be those that already use public transport.

The biggest challenge is to get car-based services to join and to be able to provide car sharing services with parking places.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

When reports are published, they will be found on: https://civitas.eu/eccentric/stockholm
1. Title of your example aimed at fostering sustainable transport solutions in your region?

**Title:** Frame project; Promoting infrastructure for fossil free fuel in northern Sweden

2. Give a short description of the activities carried out:

**Description (max 50 words):** The idea was to set up an administrative unit to which the actors could apply. Our aim was that the support could have been 30-70% and the supporting money should come from available money in the ERDF fund for upper northern Sweden. The total project budget was about 7 million Euro.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?

**Experiences and lessons learnt (max 400 words):** We, personal from Region Västerbotten and the organisation Biofuel Region, had some meetings with the staff of the ERDF fund. The result was finally that this type of project was not eligible. The reason that we got from them was that this was a type of "business support" and that the regulations of the ERDF funding do not allow such projects.

So, you can say that "went into the ditch". We will try to see if it is the rules for the specific program in northern Sweden that is the catch. If so, then we will try to make changes in the next programming and rules for that.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:

**Read more about BioFuel Region:** [https://biofuelregion.se/en/vad-vi-gor/](https://biofuelregion.se/en/vad-vi-gor/)
Region: Region Västerbotten

1. Title of your example aimed at fostering sustainable transport solutions in your region?
   Title: Hinterland railway freight terminal in Storuman

2. Give a short description of the activities carried out:
   Description (max 50 words): A survey from KTH Royal Institute of Technology in 2005 found out:
   - The need for a railway terminal for modal ship road-railway;
   - The present situation at Storuman central did not work - functionally or environmentally;
   - A location at the industry plant in Stensele outside Storuman was suitable.

3. Experiences from the project/activities – good and bad. What lessons can be learned, and do you have any suggestions on how policy could support in easing this kind of activity in the future?
   Experiences and lessons learnt (max 400 words): As Storuman municipality is rather small in population (about 6,000) they decided to go for it. A partnership with Region Västerbotten and the regional office of the Swedish Transport Authority was formed. The total cost of 5.5m euros was divided financially: Region Västerbotten 1.9, Transport Authority 1.5, Storuman municipality 0.7 and the ERDF 2.75.
   It took a couple of years for the market to adopt to the new situation. From 2014 until 2018 the volumes have increased from just under 50,000 to over 300,000 of raw forestry material. Every train has 8 wagons each with a load of 120 ton. Total load with every train is 960 tons or the same as 24 timber trucks. This means improvement for traffic safety and the environment. 300,000 takes away 15,000 trucks yearly from the road E12 and other roads of course.
   Today there is a new project at the terminal. It will give a direct access to the terminal for trains going on the inland railway without first going into the centre of Storuman. To build this new track it is necessary to raise the road E45 to go under it. The total cost is around 8m euros and it is also financed in the same way as the first project.

4. If possible, we are happy to receive reports, longer descriptions, pictures or any other material you have. Attach this to the response. Preferably, we ask for links for further reading. Links:
   http://www.storumanterminalen.se/
   https://jvgfoto.se/banor/inlandsbanan/ostersund-gallivare/vilhelmina-storuman/storuman-sum/storumanterminalen/
Title: The Midway Alignment of the Bothnian Corridor

Description (max 50 words): To secure the E12 link over the Kvarken strait between Umeå (Sweden) and Vasa (Finland). Building an innovative and environmentally friendly RoPax-ferry and a test bed for new innovations. The project is co-funded by the EU. Broad involvement between different stakeholders - public and private. Reduce CO2.

Experiences and lessons learnt (max 400 words): This is an overall success story. The ferry is under construction and will be sailing in May 2021. Financial support was secured by a loan from the EIB, and co-financing from the Finnish government, regions and the two municipalities Umeå and Vasa. Due to, as I see it, a narrow view of connections over water - a "floating road" - the Swedish Authorities chose not to give direct financial support.

The project, and hopefully good results from the new ferry, could be used as a good example for the whole EU that a ferry cross border-solution could/should be considered to have a direct public support and not only a question to be left to the market to solve.

Another result from the project has been a new view of cooperation and how it should be organised. Work is now being carried out to form an EGTC (European Grouping of Territorial Cooperation) to make future cooperation more stable and make it more visible in Europe.

Links:
https://www.kvarken.org/projects/midwayalignment
If you wish the contact details of the respondents from each Region, please contact the Secretariat of the CPMR Baltic Sea Commission (lucille.ehrhart@crpm.org)

The Conference of Peripheral Maritime Regions (CPMR) represents more than 150 regional authorities from 24 countries across Europe and beyond. Organised in Geographical Commissions, the CPMR works to ensure that a balanced territorial development is at the heart of the European Union and its policies. One of these Commissions is the Baltic Sea Commission.

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