

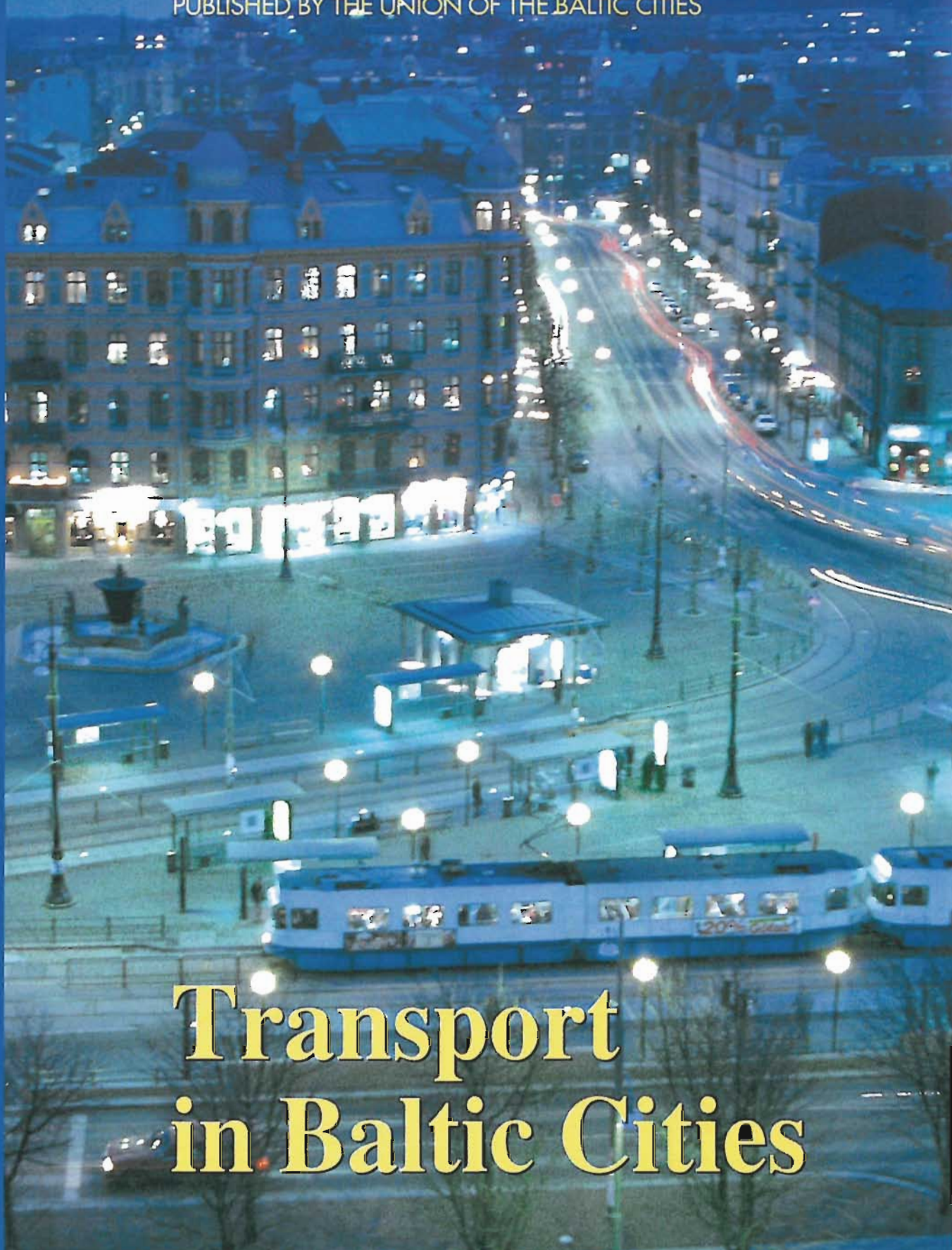


# Baltic Cities Bulletin

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## Transport in Baltic Cities



# Baltic Cities Bulletin



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Point*

\* \* \* \*



Dear UBC Friends,

UBC celebrated its tenth anniversary last year, and we are now entering our second decade. I am very proud to lead UBC into a very promising future for our region. UBC will continue and strengthen its efforts to be a spokesman for the members and to be a meeting place for city authorities from all over the Baltic Sea Region. UBC will also continue to play an important role and I am certain that the other actors in our region and in Europe will appreciate UBC as a co-operation partner in many important fields.

I attended the first important meeting as UBC President during the CBSS Ministerial meeting in Svetlogorsk 5-6 March 2002. I had the opportunity to meet and present UBC to the Ministers of Foreign Affairs of Baltic Sea Region Countries. I was very well received and it was obvious that UBC is regarded as an important organisation.

The UBC delegation, headed by me, will pay a visit to Brussels to strengthen the ties with the Committee of Regions. A meeting with Eurocities political leadership is also on the agenda. The aim is to present and promote UBC as an important political actor in our region, and also present some of the problems that should be treated at a European level. One important topic will of course be the role of local authorities in the process of the EU enlargement, but also to promote Baltic Sea Region issues that are relevant for UBC members.

UBC will participate in a large conference in Brussels in early July, arranged by the Danish local and regional authority offices in Brussels. The meeting is a part of the start of the Danish chairmanship of the European Union. It will be another interesting occasion to present the Baltic Sea Region from city perspective.

I am planning to initiate a Baltic Cities Summit at the end of this year, hopefully in my city Kolding. The aim is to define and sharpen our arguments for the future development, and to discuss further political issues. The invitation will be sent out immediately after the summer. Politicians from all UBC member cities will be invited.

But for now I already would like to wish you a pleasant summer in the marvellous Baltic Sea Region, with the light nights and the wonderful nature.

Per Bødker Andersen  
UBC President

Kolding, May 2002



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*Linköping - the Swedish Bicycle City of the Year 2002*



*UBC 10th Anniversary Exhibition is travelling around the Baltic - photo taken in Kolding, currently the exhibition is shown in Gdańsk & Gdynia*



*33rd Executive Board meeting was held in Tønsberg, Norway, on 2 February 2002*



*Lübeck students preparing the East Side Story performance*

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# I. TRANSPORT IN BALTIC CITIES

## UBC COMMISSION ON TRANSPORTATION LEAD CITY - PERSPECTIVES FROM THE CITY OF GÖTEBORG



*Drottningtorget / Central Station - Public Transport Interchange Point*

Municipal Traffic Planning is in the focus of the activities of the UBC Commission on Transportation. Traffic planning was traditionally planning of infrastructure for cars and public transport, but it has gradually become obvious that traffic can also be seen as an expression of human behaviour, and issues connected to that have become increasingly important.

This article intends to give an overview of ideas and trends discussed in Göteborg. The aim of the Commission's work is to facilitate exchange of experiences and carry out meetings of municipal traffic experts and politicians. The experiences of Göteborg, as expressed here, can be seen as a background for our engagement as leading city in the UBC Commission on Transportation.

### **Trends in Göteborg**

We can clearly see more people using bicycles, or travelling by bus, tram and ferry. Usage of public transport has increased by eight percent from the 1980s. This shows a break in the trend of dramatic increase of journeys by car during 1960-89. During the 1990s, "green modes of transport" have recovered market shares.

Above all, three clear trends have contributed to this:

- **Attitude changes among the young** mean that they use the car less than their parents did at the same age. They cycle or use public transport instead. There are several reasons for this. Cycling is good exercise. Fewer young people are learning to drive. The earlier role of the car as a status symbol and an extension of the ego is, to a large extent, no longer relevant for the young generation. It is seen as a pure commodity. But it is expensive to own a car. Many would rather spend their money on other things. Music, PCs,

designer clothing, and foreign trips are examples of increasing consumption of Swedish young people. Increased environmental awareness also discourages unnecessary car use.

- **Home building** has been concentrated in more central areas than previously. Conversion of older properties has – in contrast to previously – resulted in an increase in the existence of apartments in parts of town with excellent public transport provision. Car dependency has thus reduced.

- The **public transport** on offer has been tailored more consciously than previously and a **network of cycle lanes** has been gradually extended. Many towns in Western Europe scrapped their tram systems when roads and streets were re-built for increased car traffic. The matter has been under fierce discussion in Göteborg as well, but a broad political agreement was reached that the trams had to be kept. This is partly for environmental reasons, partly because they have long given the town a positive image.

The tram system has also been extended and modernised, particularly over the last few years. New links will soon form a

complete ring around the central parts of the city. Information technology is used for both traveller information and traffic management. For example, police cars, fire engines, trams and buses have priority over private cars in all signal-regulated intersections. There are also priorities between buses and trams, giving delayed vehicles priority over others. Development work is being carried out to regulate traffic signals in order to optimise the cross-traffic flow of private cars.

### **The problem is long-distance car travelling**

The main traffic problem originates from rapidly increasing car travel into and out of Göteborg. Here vehicles for transport of goods account for approximately 10%. It is important that the flow of freight transport and road public transport is not restricted.

Our city has a good 460 000 inhabitants and is the centre of regional employment market with almost one million inhabitants. Göteborg is an important **hub for freight transport**. Scandinavia's central harbour, to which several of Sweden's most important transport routes lead, is situated here. International trade, communications/logistics and export orientated engineering industry are the region's traditional businesses, all very dependent on transport. New sectors are also growing, such as medicine, IT, media, culture and tourism.

Both work journeys and much longer journeys in leisure time have contributed to an increase in traffic over the Göteborg municipal boundary at an accelerating rate since the middle of the 1990s. Viewing the region as a whole, the population has spread out, due partly to people starting to live on a permanent basis in their holiday homes. The main road network has improved significantly during the last couple of decades. This has led to **the extension of the car commuter belt**. A corresponding increase in standards has only been partially possible for train travel.





### Risk that the town will face bottleneck problems again

During the very latest years, crowding and queues on arterial roads have been a problem for increasingly longer periods in the mornings and afternoons. If car traffic over the municipal boundary continues to increase, Göteborg will soon face bottleneck problems again. This will be a huge problem not just for people from Göteborg and travellers as a whole, but also for export industry, business in general and economic growth, as well as having a negative impact on the environment, attractiveness and competitiveness of Western Sweden. Industries of the future will look for regions where they can recruit a well-educated work force, and well-educated people choose to live in regions with good community services and a wide variety of cultural offerings but without traffic and environmental disturbances.

#### Wider roads do not help

More and more people realise that traffic problem cannot be solved by further investment in traditional road infrastructure. Experience shows that strengthened capacity to increase traffic flow is soon filled with increased traffic. The reasons? After a road improvement, an additional number of people gain time by choosing to travel by car rather than by public transport. Others can reach work places and service supply points situated further away. Car traffic then increases to and from the area where there are many jobs and a concentrated service supply. The road capacity is again fully used and

the queue problem becomes remarkable.

A sustainable communal transport strategy must build on making it unfavourable for the individual to go by car in certain circumstances and travel relations, for example, for long journeys to and from work during peak traffic when the road network is overloaded.

#### Investment in Mobility Management

At the Traffic & Public Transport Authority in Göteborg, we, along with other authorities in the region, will intensify our work with Mobility Management, focusing on three areas:

1) persuade companies and employees that needs met by the physically moving can often be solved in a different way with equally good results. Telephone or videoconferences can, in certain cases, replace personal meetings; with the aid of PCs at home a portion of the work time can be transferred to the home, etc. The aim is to **reduce the need to travel.**

2) **decrease the number of people driving alone** by developing information services for travellers so that they can get information before or during a journey about current traffic conditions. It will be possible to see which is the most suitable means of transport at the current time. Thus more people – especially during rush hour – will choose to walk, cycle, travel on public transport or car-pool instead of travelling alone in their vehicle. (In more than three out of four cars currently coming into Göteborg, the driver is sitting alone.)

3) **guide and manage vehicle flows** through information to car travellers to improve the use of road capacity. The effects of temporary traffic congestion can then be reduced and obstacles to traffic, for example accident-related blockages, can be removed more quickly.

We are also considering closing a number of roads and streets during certain times, placing requirements on the minimum number of people in vehicles in order for them to get access to traffic-laden parts of the road traffic system and – if other measures are not deemed sufficient – accessibility-related or environmentally-determined car charges. Such charging ought to be combined with the level of charges on public transport. Possibilities of altered work and school times, etc. will also have to be discussed.

#### Railway routes must be strengthened

The measures mentioned can be implemented in a short time and within

the current infrastructure. If you want to reduce traffic pressure on the regional centre, then long-distance public transport must also be improved. Firstly, this requires the strengthening of railway capacity to make it quicker and more comfortable



*Parking information system as a service for car users*

to travel by train rather than in your own vehicle between important destinations in Western Sweden. Buses can travel at the same maximum speed as other traffic. If separate lanes for buses are built, then they can speed up in relation to other vehicles on the road, as they then will not need to queue.

#### Coordinated development and traffic planning

The City of Göteborg and other interested parties in Western Sweden are working to get the state to prioritise the strengthening of railway routes in towards the regional centre and Göteborg harbour. We are also aware that land-use planning and new buildings must be focused so that continued building spread is avoided. For environmental and accessibility reasons, housing, work places and service areas must be localised so that they can easily be provided with public transport.

Functions dependent on car transport must be located in such a way that traffic routes can be used in both directions to a much greater extent than.

This is the train of thought in Göteborg in the year 2002. The hope is that the UBC Commission on Transportation shall be able to give valuable input to solve every traffic planners aim: To create a transport system which gives the accessibility which residents and business require, but with the least possible effect on the environment and with the greatest safety.

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*Real time information as a service for Public Transport users*



# WHITE PAPER ON EUROPEAN TRANSPORT POLICY

The EU Commission publishes "White Papers" on various areas in order to announce intended future EU policies in the specific field. Last year EU published a White Paper on European Transport Policy.

The Subsidiarity Principle says that the EU shall not interfere in matters that are best dealt with at a lower level. This means that not very much of the White Paper involves the local authority level directly. But there are several interesting aspects that are important for the Baltic Sea Region, or rather, the absence of policies that are beneficial for our region is obvious.

Among the problems addressed by the White Paper is traffic congestion on all types of infrastructure. 10 % of the European road network is affected daily by traffic jams. 20 % of the railway network is classed as bottlenecks. 16 of the Union's main airports recorded delays of more than a quarter of an hour on more than 30 % of their flights. The aim is to create a transportation network that increases the competitiveness and efficiency of Europe, including all modes of transport.

The approach, on which the White Paper is based, comprises a series of measures ranging from pricing to revitalising alternative modes of transport to road and targeted investment in the trans-European network. The White Paper proposes some 60 specific measures to be taken at Community level under the transport policy. They can be categorised under a few headlines, among others:

- Revitalising the railways, meaning

among others competition between the railway companies and cabotage, meaning allowing railway companies to carry cargo between points outside their traditional territory. The railways are very nationally oriented, with different technical, organisational and marketing systems, including ticketing. The shift between the different technical and administrative systems at borders shall be facilitated.

- Investing in order to reduce the impacts of bottle-necks in all modes of transport

- Improving quality in the road transport sector. Measures proposed include harmonisation of transport contracts to protect carriers from pressure from consignors, regulating working times of lorry drivers, promote uniform legislation in the transport sector, and similar.

- Promoting transport by sea and inland waterway and build veritable sea motorways. Certain shipping links (particularly those providing a way round bottlenecks - the Alps, Pyrenees and Benelux countries today and the frontier between Germany and Poland tomorrow) will become part of the trans-European network, just like roads or railways. The measures are concentrated on the rivers and canals of central Europe.

- Developing high-quality urban transport. This is the only issue that is directly connected to sub-national authority level, and it is concentrated on better use of alternative fuels and to promote examples of best-practice.

- Satellite radio navigation project (Galileo). It will be a new and improved

competitor of the GPS system. The political reason is that USA handles the GPS system, and EU wants to have an independent system.

- The Commission plans to introduce a new programme to promote intermodality, called 'Marco Polo'. The margin available would allow an annual budget of around EUR 30 million, spread over four years. Marco Polo will be open to all appropriate proposals to shift freight from road to other more environmentally friendly modes. Efforts will be made to harness the advantages of short-sea shipping.

The Baltic Sea Region is hardly mentioned in the White Paper context, except for better sea connections between Poland and Germany. In 2004 the Commission will present a more extensive review of the trans-European network aimed in particular at introducing the concept of 'sea motorways', developing airport capacity, linking the outlying regions on the European continent more effectively and connecting the networks of the candidate countries to the networks of EU countries.

UBC should be active in the preparatory and lobbying work on this issue in order to get more attention to the special problems we have, including the severe lack of ferry and air connections across the Baltic Sea.

The full text of the White Paper can be found at [http://www.europa.eu.int/comm/energy\\_transport/en/lb\\_en.html](http://www.europa.eu.int/comm/energy_transport/en/lb_en.html)

*By Juhan Janusson  
UBC Political Adviser*





## WEST: TRAFFIC AS HUMAN BEHAVIOUR

The public interest for transportation issues is far larger than the transportation sector share of the municipality costs, which is only around 1-2 %. But plans of building a road or other infrastructure can engage the citizens and planners for years with hot debates. The costs for the planning and preparation process is high compared to the construction and implementation costs in the transport and traffic sector.

Transportation planning has undergone a deep development in recent years. Fifteen years ago it focused at movement of vehicles on various roads and problems and solutions in connection with that. Transport development was seen as building away bottlenecks and as a profession mainly for engineers.

Transport today is regarded also as an expression of human behaviour. New buzz-words have emerged, like Mobility Management, which indicates that the traffic planners are discussing why people and goods move around, and

thus finding ways of reducing the negative impact of traffic. Economic steering systems are emerging as important tools for the transport planner.

Also organisational issues are now seen as important. Many actors cooperate: Local, regional and state level, the business community, financiers, and operators. Public transport has since long been transferred from the local authority level to regional Public Transport Authorities (PTA:s), co-owned by the local and the regional authority levels.

Also financing of infrastructure involves many new actors besides the traditional authority levels. Financing of the new Metro in Copenhagen includes building a branch on previously empty land. The Metro will raise the value of the land, and to a large extent be financed by the sale of that land. Another example is the high-speed railway to the airport of Stockholm, which was financed by French and Swedish private capital. In return for the

investment, the company got monopoly for the traffic for a large number of years.

Engagement from active citizens started in the late sixties and early seventies in most west-European cities. The general public is today seen as an important actor to involve early in the planning process. Traffic planning projects, small or large, is now hardly thinkable without involvement of the public. This has also been enhanced by legislation that requires public hearings. Building a new road through an area that of some reason is appreciated by the citizens is extremely complicated, almost regardless of the strengths of the arguments telling for the new road.

*by Juhan Janusson*

*Valuable contribution:*

*Mr Martin Fischer, City of Aalborg, Technical Department*

*Mr Johan Emanuelson, City of Malmö, Planning Department*

## EAST: LACK OF FINANCING

The situation for municipal transport and traffic planners when the Iron Curtain fell was very different to the Western countries. Modern traffic planning had to be built up from zero, at the same time as private car ownership exploded and clogged the poorly maintained city infrastructure. Public transport, which was the backbone of transportation in cities, deteriorated rapidly as a consequence of poor municipal financing possibilities.

Activities to solve the problems are complicated since traffic already takes around 20 % of the already strained municipal budgets. The easiest way to cut costs is to raise the fares of the public transport systems and to wait with public transport investments, while planning to reduce the worst bottlenecks in car traffic is prioritised. The result is increasing car traffic and decreasing public transport patronage.

The problems are accentuated because the basic main road network is

poorly developed. To get from one part of Riga to another, for example, it is often necessary to pass through the narrow streets of the city center. The solutions are costly: A new crossing of the Daugava river and completion of missing links.

The municipal level has limited resources to finance new infrastructure. EU, mainly ISPA, and development banks are the only real alternatives for co-financing besides the state level, which has limited resources. After the EU accession, the structural funds will become important, in the same way they have been in the present poor EU countries.

However, the methods of transport planning is developing and approaching western standards. Tallinn, for example, is planning a ticketing system where you can pay for the trip using your GSM phone.

One trend is to co-ordinate Public Transport at a regional level, similar as in the west, with regional co-operation

and ticketing and information systems. Financing of new vehicles is left to the operators. One problem is inclusion of the railways in the regional transport structures, since the railways often are government controlled and also need substantial investments.

The situation for unprotected modes of transport, like pedestrians and bicyclists, is getting more attention, but bicycle traffic is very poorly developed.

The public interest for traffic issues is growing and has a role in local elections. However, the loudest voices heard are complaints of the traffic jams from car drivers. But there is a growing engagement from the public regarding road construction projects, from a low level.

*Valuable contribution:*

*Mr Inguss Vircavs, Transportation Planner of Riga City Planning Division*  
*Mr Eno Saar, Head of Public Transport Department, City of Tallinn*





## RESTRICTIONS AND VOLUNTARY TRIAL PROJECTS IN DANISH CITIES

The time for implementing practical trial projects has started after many years of analysis and reports on the environmental and distribution conditions in Danish cities. The projects are based on voluntary participation or in the form of obligatory trial regulations.

Impact from personal transport, goods distribution and service transport produces environmental problems, like air pollution, noise and accidents. Congestion and difficult parking and unloading conditions make the necessary supply of goods to the city more expensive and create difficult working conditions for drivers and takes its toll on the business community

There is no simple solution for transport by lorries when it should also help build a better city environment. Therefore, initiatives in a number of Danish cities are implemented with a trial phase where the cities can try out different solutions.



### The City of Copenhagen

Under the motto 'Cargo with care', pilot project started February 1, 2002. It requires lorries with a total weight of over 2500 kg to possess a valid City Goods' certificate permitting to deliver goods in the central part of the city. There are three different types of certificates.

The **green certificate** grants exclusive permission to use a number of new loading zones in the city which are a supplementary offer to the existing loading and unloading possibilities. In order to meet the green certificate's demands, the engine of the vehicle should be no older than 8 years. It should be documented that on average at least 60% the cargo carrying capacity has been utilized over the past 3 months. The utilization of carrying capacity is calculated only for transport of city specific goods into and out of the city centre.

For vehicles that cannot fulfil these demands, an exemption in the form of a **yellow certificate** will be a possibility for a given period.

Moreover, for transport vehicles that seldom enter the heart of the city, a **red** one-day's **certificate** is offered for 50 Danish Crowns.

One aim of the project is that essential transportation shall be carried out utilising environmentally friendly technology with fewer and smaller transport vehicles. In this way, a better city environment is created and traffic congestion is reduced.



### Aalborg city centre

In Aalborg a pilot project will be put into effect under 'Effective goods transport in Aalborg City'. The trial is established in

association with the municipality of Aalborg, four of the biggest transport companies, the City Commercial Council and the police.

In the first implementation phase, the trial includes a number of initiatives, which include transport coordination and alteration of the physical transport conditions. The physical area will be changed as to driving direction on one-way streets, establishment of give-way and unloading areas and improvement of the stores' delivery situation for goods.

For the area's transportation coordination initiative the four transport companies will establish a quick distribution network comprised of 2 employees to each vehicle, undertaking both delivery and collection in the same vehicle. The transport companies will continually optimize their transport so that the distribution is conducted with the fewest possible vehicles. Moreover, the possibility of including a jointly-owned

electrical vehicle will be assessed. This vehicle can operate without time restrictions and would be used to distribute smaller parcels on the walking streets from a common 'local depot' (a delivery box unloaded and parked on an official parking place).

Afterwards, the possibility of establishing a distributions system, where smaller transporters can deliver their parcels for collective distribution in the city will be formed. Each vehicle could be manned by one employee from each of the transport companies.

The goal of the project is to reduce the amount of traffic and therefore create a better environment in the city centre while at the same time increasing the effectiveness of the transportation of goods through the dialogue. The experiment is on a voluntary basis as a cooperative effort between transporters, the city's stores, the municipality and the police.



### The pedestrian streets in Århus

The municipality of Århus is planning to instate an obligatory environmental zone project for the city's pedestrian streets that will forbid delivery by vehicles that weigh over 6 tonnes. The intention is to implement the project successively in the period from 2002 to 2004.

The proposition had been handled by the city council, which wanted to assess the possibility for exemptions. The final decision is expected by the summer.

The aim of implementing environmental zones and weight restrictions is to reduce noise and emissions, enhance the aesthetics of the area and minimise the impact and damage on the pedestrian streets' foundations. An analysis of the goods' distribution patterns and character has been conducted which demonstrates a poor utilisation of transport carrying capacity.



*Goods distribution in the pedestrian zone in the city of Aalborg*

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## KEY TOWN FOR KALININGRAD REGION

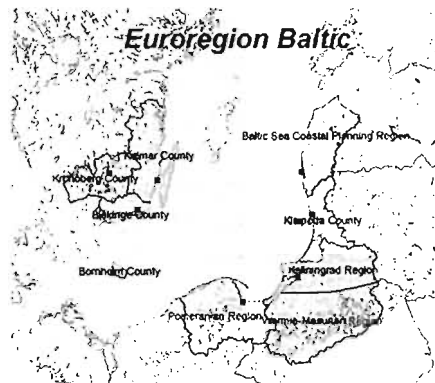
Trading routes through south-east Baltic region went from Vikings to Greeks and Khazars. "Iron curtain" of the XX century broke them. Warming up of the political climate and transition of a number of European countries to social and market economies gives us a chance to revive those routes.

Construction of market infrastructure in the states with transition economy and their dynamic development makes us think of the future of the UBC transportation network right now. Growth of SMEs, industries, services and tourism demonstrates that we must take urgent measures to radically alter planning system of urban and adjacent areas. Otherwise we could get a great deal of problems connected with transportation. Experience of the last ten years shows that increased transport and cargo flows require quite a different approach to the area planning.

Russia is going to join the WTO. Her economy is of practically social and market type. International labour distribution and transportation increase in the direction of Europe and Asia will follow. As we must alter the planning system without any delay, the principles of spatial planning, considering BSR and UBC states experience, could be applied. A new system of umbrella projects INTERREG III B - Tacis - Phare, where we could consolidate our potentials in order to solve the threatening problems and to enhance living conditions of the population, is a great support for implementation of the plans.

During the General Conference in Rostock the town of Baltiysk was elected as a member of the UBC Executive Board. That bears a great responsibility to activate contacts between the Russian cities and other UBC members. That is why the city intends to take an active part in the international projects, related to BSR transportation system, aimed at the future Russian market space.

The ERB international expert group has currently elaborated a project proposal to work out the development strategy of six Euroregional parties: Danish, Latvian, Lithuanian, Polish, Russian and Swedish named Seagull - DevERB, it enables to properly envisage the entire complex of future closely interlaced territory



development. The Euroregion includes 20% of the UBC member cities. We should join efforts of the planners of the ERB and the UBC to solve our common problems to benefit in the future. It will be complemented by an international project SEBTrans-Link, which is a transportation model in the south-east Baltic up to 2020. The following stage will be creating the system of common navigation safety and safety on land, solving visa problems, customs and border formalities.

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## SEBTRANS PROJECT

The SEBTrans partners represent local, regional and national authorities in southeast Sweden, Denmark, Poland, Russia, Lithuania and Latvia. SEBTrans forecasts indicate that transport of goods between Scandinavia and southeastern Europe will increase by 50% by 2010 and double by 2020.

The SEBTrans area of influence includes areas with very different preconditions for spatial and economic development. Southeastern Sweden's population of one half million is sparsely settled, with mature economy, well-established welfare system and stable social conditions. The transportation infrastructure has high quality but misses links. The Polish area includes much larger cities and has a

denser settlement structure, the total population is over 7.5 million. Klaipeda's challenge is to re-establish closer transport, social and cultural links with the rest of Lithuania, Poland and Scandinavia. Liepaja includes areas with serious restructuring needs related to earlier military activities. Economic development in Kaliningrad is entirely dependent on port development. Kaliningrad is Russia's only ice-free port and is a focus for Russian development and the building of new links between Eastern and Western Europe.

SEBTrans defines two transport corridors that offer additional routes across the Baltic. They support emerging trade patterns and are vital parts of the transport system needed to build the new, integrated Europe. The East West Corridor runs from Denmark to Latvia and Lithuania. The North South Corridor stretches from Borås in Sweden to Lodz in Poland and Kaliningrad with further connections to Gothenburg and Oslo in the north, to Warsaw and Katowice in the south and Belarus in the southeast. More ferry capacity will be introduced in this corridor in 2002 to meet demands that will reach 1 million tonnes in 2010.

Future trade perspectives of interest to the development of the SEBTrans Corridors, including maritime links and ports, illustrate how traditional bulk cargo is expected to gradually give way to higher value goods. More balanced and stable demand will facilitate the development of more efficient transport systems along the corridors. The demand for passenger ferry services Blekinge/Poland and Blekinge/Latvia/Lithuania will continue to develop. Two million additional passengers are expected yearly between Sweden and Poland till 2020, in spite of harder competition with air travel.

Improved communications are necessary to widen labour markets and improve integration among urban centres along the corridors. Proactive intervention through local, regional and cross border initiatives and partnerships is necessary. Infrastructure improvements are needed in roads, railways and port facilities on both sides of the Baltic Sea.

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## PUBLIC TRANSPORT PROJECT IN GDAŃSK

The public transport system in Gdańsk is operated by the city owned company. The substantial part of the public transport system in Gdańsk is based on tramways. The tram-rail infrastructure, as well as tram-stock is significantly decapitalised. The City of Gdańsk has no sufficient

resources to regenerate the tramways and tram-stock, not to mention the development investments. The city public transport company is subsidised by the City. The level of subsidies is decreasing every year. On the contrary the number of passengers maintained on the stable level. In 1997-1998 the number of passengers increased due to the increase of the number of cars in the city. Presently in Gdańsk there is 350 cars per 1000 inhabitants.

The city was forced to look for external funding to improve the public transport system and its performance. Last year the City Council adopted the Gdańsk Public Transport Project as the strategic plan for public transport system development. The City Board signed the loan agreement with the

European Bank for Reconstruction and Development (EBRD) to finance the Gdańsk Public Transport Project.

The project consists of 5 components:

- introduction of electronic ticketing system
- renovating of tramways system
- renovation of existing tram and bus stock and purchasing of the new stock
- traffic steering system
- construction of new integrated transport junction including the city fast rail

The first tranche of the loan is to be used for the purchase of buses, modernisation of trams and renovation of tramways.



*Gdańsk restores its tram-stock*

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## FINANCING ROAD INFRASTRUCTURE

Gdynia was founded to serve two transport systems: maritime and land ones. Eighty years ago when port of Gdynia was established, railway transport had prevailed. The phenomenon of great importance to the functioning of the city within the last decade was the overlapping of two trends in transport. One of them was the transfer of cargo from railway to lorry transport. It referred to all kinds of cargo ranging from general cargo to coal. The second important trend was the dynamic development of the individual motorization in the 90-ties. And if one mentions that the original road system failed to distinguish between port-access roads and municipal ones, one may imagine the difficulties the clash of these two trends caused. Also, in the middle 90-ties traffic volume and numerous problems affecting local traffic and transit urged Gdynia authorities to take special measures to solve the problem. In 1997 Gdynia City Council passed "road programme" comprising investment guidelines whereas a few months later the decision on the emission of bonds to cover project costs was taken. So far it

has been the biggest bond emission in Poland, worth 50 million Euro.

This year the fund spending will be concluded. Up to the present a dozen or so kilometres of roads (constituting a basic communication system in the city) have been constructed or entirely renovated. Moreover, some engineering elements have been introduced such as: flyovers, footbridges and many local/district streets. Within the programme some further steps were taken to construct



*Kwiatkowski route connects Gdynia port with the rest of Poland*

the Kwiatkowski Route to connect the Port of Gdynia with A1 motorway. The cost of the venture including documentation expenses exceeds 80 million Euro.

Gdynia authorities' success was to introduce the Kwiatkowski project (to be partially supported by ISPA funds) into the "National Transport Policy". To prepare this investment financed by Gdynia self-government the following steps were taken: planning activities (a new land use plan accepted), as well as design and legal-land activities (some plots were purchased from private owners). The cost of this undertaking exceeded 4 million Euro. Gdynia authorities are aware that good transport facilities are sine qua non to the city development. Therefore, nor the end of bond emission neither rejection of ISPA grant shall interrupt continuous efforts aimed at obtaining new sources of financing transport development in Gdynia.

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## TRAFFIC FOR LIFE

On 6 March 2002 Traffic for Life project for schools was initiated by the Traffic & Public Transport Authority in Göteborg. Traffic for Life is intended to inspire and support teachers in their work on the interdisciplinary subject area namely the traffic.

Under the project, teachers and pupils are offered activities and lectures focusing on traffic. The teacher activities for spring include a lecture on the immediate environment of children by professor Pia Björkelid, from the Stockholm Institute of Education, and a teacher day at the Volvo Cars Safety Center.

Accident statistics show that the most vulnerable group in traffic is precisely youngsters in the 18-24 age group who have just left school. If there were some way to reach these youngsters early, a great deal could be achieved. The aim of this venture in schools is to give children and young people increased knowledge of traffic for increased traffic safety, but also to make young people aware choices in the future, for example concerning means of transport.

The idea is for traffic studies to be integrated into teaching in a natural way, and for traffic as a subject to be regularly included during the whole school career, from pre-school to high school.

In continued work to support schools in their work on traffic, the Traffic & Public Transport Authority will continue its activities. These include teacher activities, participation in the TARGET EU project and further development of the Traffic & Public Transport Authority's web site, which features some excellent examples for teachers, hopefully in cooperation with other towns in Sweden.

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## CYCLE ROADS

Cycle transport in the Baltic States has promising future, which is confirmed by favourable climate and terrain conditions, convenient geographical position, rich cultural and historical heritage, almost untapped nature and current dense traffic net.

Implementing bicycle network is of utmost importance in both urban and regional development plans and projects. Environmentally safe and democratic transport modes should become most common everyday transport in the cities as well as for different leisure activities. The cycle transport infrastructure is still undeveloped in Latvia. Only one cycle track has been built in Latvia during the last ten years but as to the cycle traffic the increasing has been observed. Riga and Jurmala developed the cycle roads in 2000 pilot project.

Jurmala is unique with its 30 km of finest sandy beaches, safe bathing, elegant residences carefully hidden under the berets of pines. Historically Jurmala has formed as a recreation area with unhurried rhythm of life, where body and soul find the equilibrium. This is one of the reasons why Jurmala and Riga are initiators for the programme of cycle transport development. The goal of the project is to promote



Tourists resting on the beach after biking in the city

implementation of public education program towards environmentally friendly means of transport.

The project of cycle route network and infrastructure development is planned to be realised in Riga region basing of an experience gained by German and Scandinavian countries. The project is oriented to the following target groups: inhabitants, tourists, related to sport, business and municipalities. The sources of financing (observed at preparation stage) are: municipal budget, State Investments Program, State fund for Environmental Protection and Phare Cross Border Co-operation Program.

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## TRANSPORTCENTER HORSENS VEST

When it comes to transportation, Horsens is a proactive city. There are 100 small shipping- and transportation businesses and about 300 shipping agents in the area. Very soon the building of Transportcenter Horsens Vest, one of the biggest centres in Denmark, will be located at 70.000 square metres.

Logistically Horsens is very well situated in relation to other parts of Denmark, Scandinavia and Germany. The same goes with location related to discharging harbours on Jutland. A high number of the manufacturing factories within transportation have already settled in Horsens which means that unnecessary transportation can be reduced to a minimum.

It will be easy for the different factories to locate or expand in Transportcenter Horsens Vest. As part of the public planning process continuous development of the commercial area has been taken into account. Horsens is known for its visionary commercial policy and co-operation between the organisations and local government. Many companies have recently discovered Horsens' very good location and it may be profitable to transfer their activities to Horsens.

An example is Danish Crown A.m.b.a. The bacon factory has chosen Horsens as its domicile for what is to become the most modernised bacon factory in Europe.

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## MOBILITY MANAGEMENT IN SWEDISH CITIES

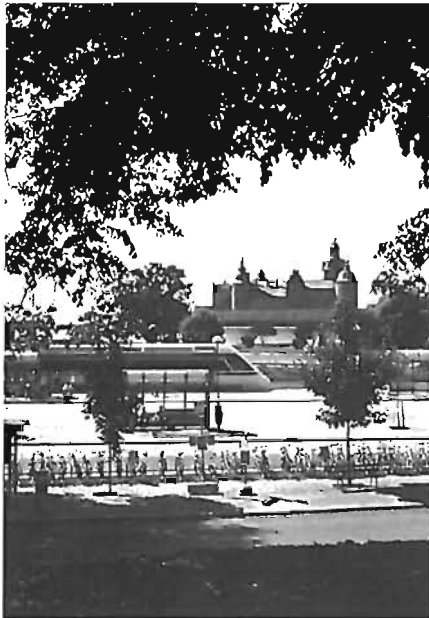


### KALMAR

The City of Kalmar and the Swedish National Road Administration have started a cooperation project on environmental and safety issues connected to road traffic. The project lasts until 2005 and distinguishes itself with the broad alignment of joint effort between operators. One of the aims is to get the Kalmar inhabitants engaged in the work.

Previously, the way of solving traffic problems has been building new roads. The project introduces a different way of thinking called Mobility Management. That is an outlook, entailing joint and concerted action to try to change the demand for travel and transport towards a more sustainable transport system. By changing the pattern of behaviour, we can achieve better results in our work with road safety. The key goals for Mobility Management are: greater use of more environmentally-sound models of transport, better accessibility, more efficient transports and use of lands and less demand for travel in motorised vehicles.

The project is divided into five themes. The first one is "Kalmar Bicycle Town" to improve the conditions for cyclists, and at the same time getting more people to choose the bike as transportation rather than the car. Here it's also positive to work with issues of health and economy. As an individual, it may be easier to see the economic and health profits of taking the bike instead of the car, than the more indirect environmental gain. The second theme is "Travel Smart" which consists on working with car-pooling and public transport service. Third comes "(Self) Safe Road user" where work around alcohol, speeding and use of safety belts are prioritised. "Business On the Road" is the fourth theme, which contains business development and logistics. The last one is "Social Planning". Here lie physical investments as roundabouts and bicycle roads, but also work regarding the possibilities of creating a safe and preserved inner city.



*Kalmar - the bicycle town*

On this year's agenda we find a purchase of school transport with improved safety and environmental demands, a number of activities for bicycles, and a survey that inquiries feelings and habits in traffic. More is to come and we plan that this way of working, as a method, will continue even when the project ends in 2005.

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### KARLSTADT

The municipality of Karlstad has worked on measures to improve the quality of the air in the city centre. The objective is to reduce the use of private cars, by means of raised public awareness and popular participation without imposing legislative measures.

Some years ago, when it was revealed that the quality of the air in the city centre was very poor an environmentally adapted traffic plan developed. Soon, the city centre was

partly reconstructed. Some streets are now closed for private cars and the market square is free from parking lots. In a process of consultation and negotiation, car traffic was moved away from the city centre. Cohesion was sacred through the involvement of all different partners. The results of traffic-plan were very successful. During five years the traffic was lowered by 30 percent and in the city centre by 20 percent. Opinion polls stated that the residents were satisfied with the new reconstructed city centre and also found the environment much better.

Karlstad was first in Sweden with Transport Advisory Service, also known as mobility centres. TAS aims to change peoples behavioural traffic pattern in a more environmentally friendly way. Opinion polls have stated that this service has attracted much attention.

The municipality works with different campaigns. One successful project is about mobility management and the University. The objective of the project is to give students and staff the opportunity to go to the University by different mode of conveyance without depending on solo car use. The measures are by a new shuttle bus every ten minutes, a set up of a temporary mobility office in the University and a public transport information web site etc.

Next year City of Karlstad will host the European Conference On Mobility Management to be held 21-23 May 2003. ECOMM has grown into a well-established and highly regarded series of annual conferences. The objectives of the conference in Karlstad will be how to handle the increasing mobility demand in Europe and the role of implementing mobility management.

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## VIVALDI PROJECT

The Project VIVALDI is prepared in accordance to the European Commission program Growth 2001. The project solves aims initiated by CIVITAS - "Improvement of sustainable activities and effectiveness of public transport systems while implementing radical strategic solutions in clean public transport" and also tasks of the program ENERGIES-TI - "Rational use of energy - clean public transport".

Every European city participating in the project (Bristol, Bremen, Aalborg, Nantes and Kaunas) will implement and evaluate innovative means of public transport improvement in correspondence with CIVITAS announced policy. Kaunas is the only city representing a non-EU member state. The implementation of the project starts in March-April 2002. Kaunas participates in two working groups.

Work package WP7 – creation of a new ticketing strategy in public transport. It is foreseen to prepare a study describing ticket selling and marking system, ways how to implement this system while introducing unified single and monthly tickets, conditions of ticket vending machines installation, introduction of electronic cards in public transport and integration of microbus-taxies into a general public transport system.

Work Package WP8 – preparation of a new scheme of public transport routes while evaluating city development perspectives. We expect to acquire a computer program PIKAS 2002, which would help to register and regulate transport flows automatically. WP8 foresees the preparation of a Digital PT Map, creation of a database and its constant revision and creation of informative Internet Website, introducing a new scheme of public transport and route schedules. We plan to prepare a study of traffic regulation control strategy basing on researches performed during the project.

It is also foreseen to prepare technical terms and requirements that regulate activities of local carriers: to provide high quality services to users in lower prices, create conditions for disabled people to use public transport, etc. Information stands will be installed in public transport bus/trolley-bus stops and inside vehicles and leaflets with public transport schedules including schedules of

transportation for disabled people. Basing on a new modified ticketing strategy, ticket vending machines will be installed in central public transport stops.

Resources allocated by the European Commission for the project implementation is just a small part of funding necessary for to implement a project "Reorganization of Kaunas City Transport Infrastructure". The project will be a first stage providing the possibility to settle city public transport, modify activities of bus and trolley-bus parks and improve the quality of passenger servicing and transportation.

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## TRANSPORT IN KLAIPĖDA

**Klaipėda Port.** The cruising industry has grown considerably and there is a great potential to increase it by improving the conditions for cruise passengers. During the Soviet period Klaipėda was a large port and industrial centre closed for any visitors. Following radical changes in Port management and the city's economic structure, passenger movement via port is now considered a high priority.

The construction of a terminal for cruise ships of the mouth of Dane river is one of priority tasks of sea transport development. The project is also included in the TINA programme where the project is defined as a common interest, which enables the creation of an efficiently functioning transport network between the EU and the candidate countries.

The project includes the reconstruction of an existing pier achieving length of 340 m and depth of 10 m. The establishment of approaches, entrances and the infrastructure is required. Passenger service infrastructure including passenger embarking/ disembarking grounds, car parking lot, pavements, and diversion roads must be developed inside the territory. The terminal is to become operational in 2002.

The area of the future Cruise Ship Terminals on the outskirts of the territory of Klaipėda Castle built in 13<sup>th</sup> century.



Due to its geographical location and historical value this territory is especially suitable for establishing a Regional Centre of Culture and Tourism. Having cruise vessel terminal constructed, Klaipėda will become an attractive cruise.

**Public Transport.** Klaipėda is the first Lithuanian City, which started an experiment with private owned companies in public transport sector. In 1993 the City Council was forced to establish private owned companies in public transport sector, because the trade unions of state that owned Klaipėda's city bus company started the strike. Situation was crucial – Klaipėda had very low automobilisation level and very wide established public transport network. Private companies entranced this market without serious obligations – they had no time schedules, even they had very flexible routes, which belonged from the passengers wishes. It takes a lot of time and strength to include this segment to public transport system.

In 1999 public transport system formed the city buses (75%) and minibuses segments (25%). From 2000 the operators in the city bus routes are selected threwh tendering procedures. The same is planed to do with microbus sector in 2003.

In 2001 Klaipėda's development plan was approved by the City Council, where the big attention was paid to reducing negative public transport influence to environment. Klaipėda is planning to forbid public transport vehicles which standard is less then 'Euro 1' from the 2006 and run whole public transport system only on biodyzeline from the year 2008.

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## COMEBACK OF TROLLEY BUSES

In two years Sweden will reintroduce trolley buses. The introduction of trolley buses between the railway station and the town centre is a part of the task of creating a better and clear view of Landskrona. The purpose of this project is to improve the environment, the air shall become less polluted and traffic noise shall decrease.

In the mid 1960's the last Swedish trolley buses in Stockholm and Gothenburg were taken out of service, but now the trolley bus is on its way back. They will operate the busiest line in Landskrona, the so-called station shuttle between the new railway station and the town centre. This venture will cost 35 million Swedish kronor. One bus line and three trolley buses will replace the diesel-powered buses. The plan for the production of electricity for the running of the trolley buses is that it shall come from wind power stations. This means that no emission to the environment will be caused at all.



*Future trolley-bus line in Landskrona (computer image)*

The estimation of costs for that project is 35 million SEK, whereof the State will pay 12.4 million SEK from the LIP-funding (local investment money), "Skånetrafiken" 3.5 million and the municipality itself 19 million SEK. In the costs for the municipality it is accounted for the additional cost of 1 million a year for running trolley buses

instead of traditional buses.

Much of the preparations for the introduction of trolley buses have already been made. Along major parts of the station shuttle cycle-ways and pavements are separated from other traffic. At the same time the streets have been adjusted for bus traffic, with amongst other things a new bus street. In order to lessen the impact of the overhead wire on the urban environment in Landskrona the poles shall serve the purpose as street lightning as well. The municipality will own the vehicles, at least in the beginning. The traffic is expected to start in 2003.

The total of trolley bus systems in the world is 300 and within the EU there are 34. Athens suffers acute air pollution problems, is going for trolley buses in connection with the Olympic Games 2004.

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## EUROVELO ROUTE

On September 5-7, the UBC Transportation Commission will meet at Cēsis. The members of the Commission will discuss the questions regarding the construction of cycling paths in small towns. Alongside the meeting two important cycling events will take place. On September 7, the XII cycling tour of the Latvia Union and international competitions for mountain bikes called "Nordic Cup" will be organised at Cēsis and its surroundings.

In 2002 two of the 12 European bicycle routes will cross the area of Latvia. The international bicycle route No.11 called "East Europe Route" that starts in Athens, Greece and ends in the North Cape in Norway. The whole route is more than 4000 km long. This year Cēsis and Valmiera municipalities in co-operation with local entrepreneurs have started the development of a new cycling route. The construc-

tion of the first part of the EuroVelo bicycle route No.11 in Latvia does not envisage the building of new asphalt roads appropriate to the needs of bikers. As a result, the existing roads will be used, fixed and adjusted to the requirements of bikers without large investments. If the project is implemented successfully, some state investments can be attracted for the whole EuroVelo bicycle route No.11 crossing the area of Latvia.



*Bicycle route starts at the Cēsis Castle ruins*

For a long time a bicycle as a mean of transportation was not that popular. It was rather a tool for recreation and tourism activities outside the town. Every year more and more tourists come to Cēsis with their own bikes or wish to rent a bike. Local people also prefer bikes to cars to get to work or school. The city lacks not only cycling paths but also mutual understanding and respect between car drivers and cyclists. The City Council in co-operation with the tourism information centre is elaborating a plan for the development of bicycle routes for tourist and recreation. There has also been interest from some private enterprise. For example, in 2001 the active tourism centre "Ezi" developed regional bicycle routes.

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## BICYCLE CITY OF THE YEAR

In January Linköping was appointed Bicycle City of the Year by a professional organisation for the promotion of cycling. The award is a result of long-term efforts to encourage short bicycle rides.

In 1999 a major drive was initiated to increase cycling and thereby reduce emissions of environmentally harmful substances by car traffic. Traffic surveys were made before starting the "Bicycle City Linköping" project. It appeared that about 40,000 car journeys a day were shorter than six kilometres. The City's politicians and officials estimated that there was a great potential for increasing the proportion of short journeys by bicycle. In order to achieve success, the importance was emphasised of concerted measures in a number of areas such as improved infrastructure for cyclists, behavioural influences and enhanced status for cyclists.

A number of measures have been taken to achieve the goals in the local Agenda 21 plan: a comprehensive interconnected cycle network that is also road safe should be developed in the town or that Linköping should be one of Europe's best bicycle cities.

Linköping is now one of the three municipalities in Sweden that are most cycled in. During the project the bicycle network has been extended and there are now 350 kilometres of cycle paths, 100 kilometres of which comprise an interconnected main cycle thoroughfare that is signposted with uniform, informative signposts.

Major information initiatives have been carried out during the time of the project. The overall objective has been safe, greened traffic combined with the public health notion that everyday exercise makes people healthier. Linköping Hockey Club has taken part in campaigns to encourage an increased use of helmets, radio commercials have been used for behavioural influence, local newspapers have written about road safety and much more. Several public bicycle parties have been held with competitions, performances, information and historical bicycle cavalcades. Cycling maps, a brochure with tour suggestions and information on



pleasant excursions of great natural and cultural value have been produced. A cycling magazine has been distributed on two occasions to all households in the City.

What was the result? Today 31% of all journeys in Linköping are made by bicycle. Cycling increased by 24% during the 1990s, cycling accidents with personal injury reported to the police in the last two years have declined by 27%.

The people of Linköping continue cycling for a cleaner and healthier city!

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## INNOVATIVE IDEAS

Maardu, a harbour town located 15 kilometres from the capital of Estonia, is situated between a big entrepreneurial concentration and a major port thus one cannot underestimate the importance of the transportation in this area.



Maardu has been among the pioneers in breaking the monopoly of the central public transportation company in Estonia. Starting from 2001 the city has managed to arrange independently its public transportation by introducing two new bus operator companies. The reform has proved to be a success, allowing to significantly save money for the town budget. The future plans in that field are to expand the existing network of public transportation by introducing new bus lines and reorganising the whole sphere of public transportation in the region. The bus lines are carrying people not only around Maardu, but reach far beyond its borders. For instance, the public transport communication with Tallinn is arranged with the regular shuttle bus routes. This convenient arrangement reduces the fragmentation of regions and erases visible borders, so customers are served a cheaper door-to-door service.

As the main attention is now turned towards improving the quality of major roads the bicycling conditions in the town remain moderate, however traffic organisation in the town allows fast and secure passage by any means of transportation including bicycles. There is also sufficient parking space in the centre of the town even during the rush hours, though the process of planning and development of more parking spaces is continuously on the way, having in mind the constant increase of population. A special car tax is levied on every car owner, which allows to regulate the number of car owners and by this to limit also the environmental impact. The sums raised by the car tax are used solely to improve the quality and safety of roads.

It must be said that, although some major problems still remain in the field of transportation in the town, the innovative ideas in organising the public transportation and traffic issues have shown that the approach of the town government will always be problem based, deriving from the complex solution, guaranteeing that the interests of people are always served first.

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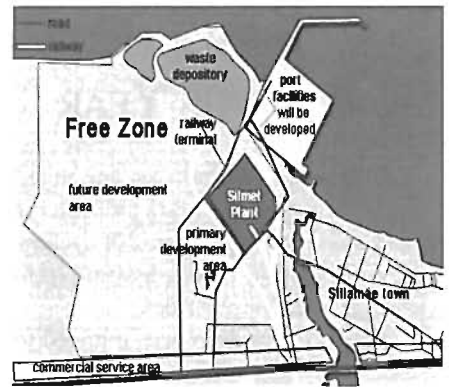
## PERSPECTIVE OF THE HARBOUR CITY

Sillamäe was spotted as a harbour place on the Russian maps already in the XIX century. The harbour was destroyed during the II World War and then completely closed in the mid 60-ties due to building on that area a strategic chemical factory. In the recent years, since the "Silmet" factory got a significant progress, the new owner took up an idea to restore the harbour.

The Preliminary Design Project for the harbour is completed. It stressed besides the economic-geographical benefits (proximity of possible future EU border and location of the city close to Russia) that there is possibility to build a port using existing infrastructure and locate it in the Free Economic Zone. The research also confirmed very good geological conditions in the harbour. Harbour will solve both economic and social problems in the region: it will encourage development of industry, attract more investments, reduce unemployment and improve living standards in general. At

present stage the project needs investors, who are interested to invest into constructions of the port and then operate the harbour and have transport flows going through Sillamäe.

The project of the Port attracts many potential partners. The largest enterprise in the city, a stock company "Silmet" acts as the main partner. The Port is also one of the primary objectives marked in the Plan of Development of the city. The municipality of Sillamäe performs its best efforts to facilitate the soonest success of this project. Recently a group of Finnish businessmen and representatives of local authorities from Kymenlaakso region visited Sillamäe and felt much interested of developing the port. That visit was a part of the project "Development of New Entrepreneurship in the Region of Sillamäe" aimed at establishing good contacts and facilitating co-operation between entrepreneurs of Kymenlaakso region and Sillamäe and neighbouring region, as



well as improving opportunities for developing and running business.

The municipality of Sillamäe looks to open the city from the sea not only for industrial goods and cargo ships, but create conditions for passenger navigation. Also building of a yachy port is planned.

### Further information:

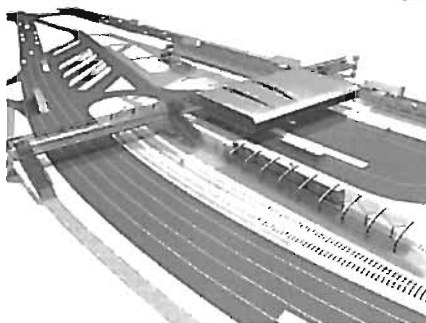
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## STS-SPEED TRAMWAY

The very first projects of speed tramway connecting the old town of Szczecin and rapidly developing districts situated at the Right Bank of the Oder have been created almost 30 years ago. As soon as in 1977 the local master plan envisaged the route for the speed tramway. Szczecin City authorities approved of the project in 1986. The project was named the best urban project of the year and granted an award by the Minister of Transportation. Despite deep structural and systemic changes the spectacular at the time project was biding to the commencement of the 1<sup>st</sup> development phase. The speed tramway location was agreed upon in the 1994 master plan.

In the presently developed Strategy for City Development, the speed tramway project has been given a high priority. Hence, in the nearest future the major obstacle in the Oder River multi-span beam bridge development shall disappear. The bridge is of strategic importance to the city. It shall ease the transportation conditions between the downtown and industrial and housing estates districts (the so-called city's sleeping rooms). It



*Projected speed tramway system*

also creates conditions for the Szczecin port development, as well as for the city aspiring to the role of an important logistics centre on the south Baltic. Determination of subsequent city authorities allowed for including in the Oder bridge enough room for location of the speed tramway line.

Every 1000m on the route there shall be stops and car parks. The latter are a significant element in the program of gradual transportation reduction in the downtown and creating an area to be considered as "the city heart".

The speed tramway line will run underground or in the open area, in a way allowing for noise reduction. Alongside, there will be green path, which firmly fits

in the city greenery system, constituting 41% of the city area.

According to urban planners from Bureau for Urban Planning the speed tramway shall reach the speed of ca. 30 km/h and at maximum even 80 km/h.

Taking into consideration the planned number of carriages (max.4) and the frequency of arrivals and departures (every 3-5 min. in the peak hours), it will be possible to reduce morning and afternoon passenger traffic in the city. In total, during the day there are ca. 330.000 commuters travelling from the left to the right bank.

The major advantage of the speed tramway project, apart from environmentally friendly character and secure traffic, is a significant reduction of journey time- even by 50%. For the szczecinians this means also a new quality in the access to the services, labour market and the downtown which performs cultural functions as well. Presently, the bidding procedure for the project development is being prepared. The local government seeks for project partners among private-public partnerships.

### Further information:

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## PASSENGER TRANSPORTATION

The city of Saint-Petersburg has determined passenger transport to be one of the most important branches of the city facilities, ensuring its activity. 11,5 mln. passengers are carried daily by public transport and more than 2,5 mln passengers have right of free trip or reduced prices. Main part of passenger transportation is being produced by the state unitary enterprises, though services route network of the city has been vastly enlarged compared to the past years and private bus carriers started to work.

In 2001 the budget allowed to put into action 172 buses, 9 trams, 38 trolley buses, 18 underground coaches and reconstruction of town bus station is being continued, too. Improving of management system of the transport complex is being produced. While reconstructing tram ways new technologies were used. Both economic and social development of the city and preparation to 300<sup>th</sup> anniversary demand for the renovating of the bus park. Serious positive shifts have appeared recently in this direction. Last year the city got new buses from Ukraine.

Electronic Test System is a project introducing an automatic management system of traffic on the city main highways. It's realized within the framework of a pilot project "Improving the Nevsky avenue" financed by the World Bank with 2,5 mln dollars. Measures on safety ensuring and the city transport traffic improving were discussed. These problems are becoming more and more urgent for the city, which literally suffocates with powerful transport flows. Only during the past year the auto park has been enlarged with 120.000 cars.

The City Improving Center has offered to develop a project "On traffic roads in St Petersburg" and asked Petersburg parliamentary representatives to take it into consideration. The program of the roads renovating, prevention fences for passersby and other safety measures on the main ways of the city is being worked out on the base of statistics of road and transport incidents and suggestions of the State Inspection of Traffic Safety.

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## TELEPAY PROJECT

The use of mobile telephones is expanding globally and in Finland. In the project there are four pilot cities: Turku, Berlin, Rome and Paris. The goal of the project is to make possible to pay for public transport via mobile telephone and to extend the payment system to other services as well.

The Finnish partners in Telepay project are: The Turku City Public Transport Office, the Ministry of Transport and Communications and Traficon Ltd. The first phase of the project was a study of the user needs. End users were interviewed in October at all Telepay test sites. In Turku 150 single ticket travellers and 150 visitors were interviewed. The interviewees were mostly young adults (65 % were under 35 years). Most of them (88 %) had a mobile phone and 68 % said that they use SMS on a daily basis. One third of the respondents stated that they would often use the possibility of paying for public transport using their mobile phone. Half of the respondents believed that this service would increase the overall usage of public transport. The further goal is to make possible for someone in Berlin, for instance, to book a Turku transport ticket in advance. The mobile telephone operator will add the charge for the ticket to the customer's telephone bill, and the City of Turku will receive its share for the actual transport. The trial period for paying



via mobile telephone in Turku will take place in two parts, the first part starts on the 15<sup>th</sup> of April, and lasts for two weeks. The other part begins on the 1<sup>st</sup> of June, and lasts until the end of October. In the first phase, the ticket product will be an all day (24 hour) ticket within the city of Turku.

Further information:  
[www.turku.fi/bussit](http://www.turku.fi/bussit)



## ONYX LOGISTIC CENTRE

The two coastal towns Nyköping and Oxelösund are situated only one hour south of Stockholm. A new transport hub is formed here, including Stockholm Skavsta Airport, one of Sweden's largest cargo airports, the Port of Oxelösund, able to handle the largest vessels in the Baltic Sea, the E 4 motorway and two railroads. We call it the ONYX Logistic Centre.

Ongoing, substantial investments in new and existing infrastructure create opportunities for safer, more environmentally friendly and more efficient transports and logistics. The ONYX Logistic Centre is situated in the middle of the expanding market of east-central Sweden where three million people live in the Stockholm area. The close vicinity to universities, colleges and research institutes, combined with high-tech industries, attracts highly educated people. This environment is the home ground for world leading companies such as Ericsson, ABB and Astra Zeneca.

Where different means of transportation meet, intermodal opportunities are created. The combined infrastructure comprising harbour, airport, motorways and railways provides clear and simple advantages for companies in the ONYX region. Not only by means of shorter lead times but also through low and competitive landing and port charges. ONYX Logistic Centre is the ideal place for a gateway between Russia, the Baltic States and the EU.

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## DEVELOPING TRANSPORT SYSTEM

The development project regarding the transport system in the Vaasa Region has been finished. The system has been planned in cooperation with municipalities in the region, various authorities, operators in the traffic sector, the Ministry of Transport and Communications, and the Ministry of the Environment. The plan has been drawn up simultaneously with the urban structure development project. This brought an opportunity to examine the interaction of land use and traffic. The co-operation also resulted in a direct connection to regional planning and spatial planning.

The inhabitants of the Vaasa Region make about 330,000 trips every day, about three trips per inhabitant. Some 62 % of all trips are made by passenger car, 33% by cycle and pedestrian traffic and only 5 % of trips are made by public transport. Within the frames of the project, totally 19 studies have been carried out concerning public transport, terminals, traffic safety, road network, railroads etc. The major proposals of the project are described as follows.

Of the main roads within the district, highway 3 (E12) forms TEN-network and highway E8 must also be included into the TEN-network. Building highway 18 between Vaasa and Jyväskylä would provide a significant improvement in main road connections in the middle regions of Finland. The development plan includes totally 18 different roads to be improved. The electrification of the last 70 km of the railroad would enable the operation of fast trains between Helsinki and Vaasa.

The general order of priorities with regard to organising cycle and pedestrian traffic alongside public roads has been determined. The road authorities have conducted a needs analysis for cycle and pedestrian traffic together with the municipalities. The planned pedestrian zone in the centre of Vaasa must be implemented with winter heating and fitted with the appropriate furnishings. Parking facilities under the zone must be extended to some 900 parking places simultaneously in years 2002-2003.

A quality classification has been established for public transport services, which also functions as the order of priorities for measures regarding the securing of public transport that is supplemented by service transport. To



facilitate travelling, the bus and train services must be integrated. The centre should include also a Mobility Centre, which is responsible for developing and informing about alternative modes of travel to replace private motor traffic and specifically for managing issues connected with linked trips. Developing this kind of operation would further the objectives for sustainable development.

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## TICKETS AND TRIPS

Public transport is one of the major fields of activities for the administration, taking 11,3% of all the public expenditures in 2001. Tallinn is covered with 674 km of public transport: 53 lines of buses (565 km), 8 lines of trolleybuses (68 km) and 5 lines of trams (42 km) that provide the non-polluting means of transportation. At the peak hours 302 buses, 97 trolleybuses and 75 trams provide the alternative for long



*New buses will appear in Tallinn this year*

jams of cars in the bottlenecks of Tallinn streets. The main problem for transport management is the high fulfilment of public transport. When planning the intervals, we base our calculations on 8 passengers for square meter and the target is to reach 6 persons/m<sup>2</sup>.

In the framework of united ticketing system we have implemented the electronic ticket. The aim of this project is to test the suitability of the system and the devices in the local circumstances, to get experience and minimise the risks for implementing the costly electronic ticketing system. The innovation is a development of SMS-based ticket purchasing system. This system will guarantee better income and statistical data for planning of the transport volumes.

Two programs for improving planning of public transport are introduced in 2002. Hardware package TRIPS enables optimising the lines of public transport and the number of vehicles can be optimised using PIKAS 2001 program. It is considered that the recently initiated program for developing the strategy and investment plan of public transport 2002-2010 is the most important strategic initiative in transport sector. Tallinn City Government has signed on Nov. 19, 2001 the contract with EBRD and Danish company COWI for developing the strategy and investment program of public transport up to 2010. It will cover the planning, management, lines, tenders, means of transport, ticketing, financing.

To integrate public transport of Tallinn and neighbouring Harju County a joint Public Transport Centre will be established. To provide access for all, low-floor trams are in use together with energy-saving power electronics guidance system and 20 Scania bus-trains. The first low-floor buses have been produced in Estonia in 2002.

Tallinn looks for implementing the best innovative practice of UBC member cities. We are most interested to learn how to engage international and state investments, how to reach balance between public and private service providers, how we could put public transport development higher on the agenda of sustainable development.

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## THE PORT OF KRONSHTADT

One of the mainstays in Kronshtadt's current development is the revival of the Port of Kronshtadt established by Peter the Great in 1718. In the 18th and 19th centuries Kronshtadt's commercial harbours produced 75% of St. Petersburg's income. With construction of the Putilov Channel to St. Petersburg just before the First World War Kronshtadt's harbours lost their commercial significance.

Today the Port of Kronshtadt is once more under construction. In July 2001 a commercial marine transit and federal boundary terminal was opened at Litke Bay on Kotlin Island, the first port facility (ferry terminal) in the St. Petersburg area to be designed especially to meet needs for the reorientation of cargo streams to Russia from e.g. the Finnish and other Baltic ports, accepting both container and heavy haulage traffic.

The Litke Bay terminal, 800 meters from the main shipping channel, is protected from currents and surge wave phenomena, furthermore the terminal adjoins directly the St. Petersburg new ring road. The new transit terminal forms a part of the Port of Kronshtadt, which is itself a part of the Port of St. Petersburg. The complex will include 310 meters of quayside, warehousing and a federal border control station and will have an eventual total turnover of 2 million tons/annum. This is the first time in Russian history that a public port is being constructed by private companies. Total investment will be about 10 million USD. Thanks to that development 30 new work places have been created and, upon completion of the complex, the number will increase to about 150.

For the first stage of the development, the required hydro-engineering projects, the dredging of the ship channels, the border control facilities and the essential communication networks are almost complete. During the second stage the port facilities and the moorage area will be enlarged to enable RO-RO and "Gogland" type of ferries to use the port.

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## E TRANSPORT

Number of vehicles in Vilnius is increasing considerably: in 1998 there were 203082, in 2001 – 252347. Everybody wants to travel faster and more comfortable. There are more congestions, so more pollution, accidents, waste of time. It is essential to create new combined public transport management systems that would establish conditions under which passengers could easily change train to bus, car or bicycle to public transport.

In Vilnius, near to the centre, there are no such places where one can park a car and go further by bus or trolley bus. It's especially necessary to co-ordinate traffic schedules when passenger transport runs at the same streets or when it's needed to choose another route. If the carriers operate without co-ordination of their activities, soon it will be needed not only to go on foot but also with gas masks. Therefore almost in all the biggest European cities all transport modes are planned and managed from one centre.

Such centre in Vilnius was established in 1998. Within three years the centre has restructured passenger control system, introduced unified monthly and single tickets, started reorganization of whole public transport management system, set to work of establishment of exclusive traffic stripes for public transport, carriers' hiring market, modification of traffic management system and solving other legal and organizational issues.

**Information system.** Vilnius Gediminas Technical University had carried out passenger flows survey, that enabled to form general city's public transport network, to assess number of actually conveyed passengers, average travel length, passenger flows pattern. Traffic schedules are adjusted on the ground of basic carriage indicators of several routes. Public transport database linked up to the city GIS and communication system data bank was created with information about all districts, streets, traffic-lights, pedestrian crossings, bus stops, etc. Information for passengers about arrivals of all buses and trolley buses is presented at bus stops and on home page.

Using programme package PIKAS' 2000, during three years were economized 5,1 million litas. Programme, created by Lithuanian programmers, got appreciation



of foreign experts. Major cities in Baltic States, - i.e. in Riga, Tallinn, Kaunas, etc.- have successfully used first versions of PIKAS. Comparatively to foreign programmes PIKAS'2000 cost is much less. Furthermore, this software is more fitted to our needs and habits. On other hand, transport schemes are very different in Lithuanian and foreign countries, - mostly there are light rail/tram lines or metro and public transport should convey passengers close to that places. So far, we do not have such network.

After analysing traffic schedules of regional cities, was noticed that programme package PIKAS' 2000 would enable cities to economize hundred of thousands litas per year. Eliminating duplicated trips, unreasonable routes and noneffective intervals would enable to meet better passenger's requirements for public transport.

Plans for the future municipality Enterprise is intended to use experience in managing public transport of the biggest European cities, to co-ordinate operations of all public transport modes to join all available modes into one system. Suburban railways and buses, and probably future modern light rail transit, would be incorporated into one network, their timetables would be synchronized. Using radio sensors and GPS system, from one centre will be easier manage whole network and working in one unified system, will be better to introduce unified electronic tickets that could be used in all kinds of transport modes. Only given priority for public transport could help solving huge problems of congestions, pollution and psychological tension.

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## II. UBC TODAY

### 33<sup>RD</sup> EXECUTIVE BOARD MEETING IN TØNSBERG

The 33<sup>rd</sup> meeting of the UBC Executive Board was held on the 2 February 2002 in the City of Tønsberg, Norway, on the invitation of Mr Harald Haug Andersen, Mayor of Tønsberg.

#### **General Conference Report**

Secretary General Paweł Żaboklicki presented the report from the VI General Conference held in Rostock on 12-13 October 2001. The report includes the speeches, reports from the workshops, activity reports, statute, financial documents, resolutions and other documents. The report was sent out to the member cities, conference participants and to the numerous Baltic and European organisations and institutions.

#### **Cooperation with CBSS**

Ambassador Alexiej Obukhov, Chairman of the Committee of Senior Officials of the Council of the Baltic Sea States informed the Board, that the next CBSS Ministerial Session to be held in Svetlogorsk in March 2002 would be mainly devoted to the 10<sup>th</sup> Anniversary of CBSS. The CBSS shall assess whether it has fulfilled its goals in the last ten years. Mr Obukhov informed that the invitation to attend and speak at the session was sent to President Per Bødker Andersen.

#### **Northern Dimension**

UBC was invited to the special session of the CBSS CSO held in Brussels on 25 January 2002, devoted to the implementation of the Northern Dimension Action Plan CBSS list of priorities and project. UBC was one of organisations which assisted CBSS in compiling the mentioned list.

In the statement submitted at the meeting UBC stressed that the development of the Northern Dimension must continue and should not be considered as something finalised. UBC supported CBSS coordinating role in that work, taking into account excellent cooperation and openness towards subnational organisations like UBC.

#### **Baltic Sea Fund**

The initiative to establish a financing facility for local cooperation in the BSR was launched within the framework of CBSS. The initiative was warmly welcomed by UBC and other Baltic organisations. The heads of Baltic organisations sent a common appeal to the Ministers of Foreign Affairs of Baltic countries to execute this much-needed financing instrument. Most of the Baltic countries pledged the resources to the fund except Finland, Germany and Sweden. The lack of support of mentioned rich states effected in this missed attempt to launch the fund. The Board expressed its hope that such fund for local cooperation in the BSR will be soon established.

#### **UBC Action Plan 2002-2003**

The Board discussed the first draft of the UBC Action Plan 2002-2003 and proposed several amendments to the document. The Board decided the document shall be sent out to all member cities for comments. The final document is to be officially adopted by the Board at the next meeting in June.

#### **Political role of the Commissions**

President Andersen put forward a question whether UBC Commissions should involve apart from experts also politicians in their works. Mr Andersen stressed that the UBC Commissions are excellent platforms for local politicians to influence for example EU policies in different areas. Moreover, the politicians could use their contacts to lobby Commissions' projects for example in Brussels. That would help the Commissions to obtain funding for their projects. In the discussion the Board members expressed opinions that involving city politicians in the work of the Commissions could be beneficial for the Commissions and for the UBC.



#### **Youth Network**

Ms Ina Werner from the Baltic Sea Secretariat for Youth expressed an opinion that UBC should allow the young generation to influence and participate in the UBC work. This could be achieved through the creation of UBC Youth Network, which could be a platform for young citizens to express their views, carry out initiatives and projects. The Board was positive to the idea to create the Youth Network. The Board authorised Kalmar, Kiel, Kolding, Sopot and Tallinn to work out, together with Ms Werner, a final proposal including the goals, tasks and structure of the Network.

#### **Information Society**

In February 2001 the city of St. Petersburg put forward the proposal to establish the UBC Commission on IS. The Board in Cēsis in March 2001 authorised St. Petersburg to organise a conference to discuss the ways of UBC involvement in the IT sector. The conference has not been organised yet. The Board authorised St. Petersburg, Stockholm, Tampere, Turku and other cities interested in IT sector, to hold a meeting and discuss the question whether UBC should create the Commission on IS.

#### **New member city**

The Board decided to accept the city of Maardu, Estonia, as a new UBC member and wished Maardu a fruitful cooperation with other UBC member cities.

The Board decided to hold its next (34<sup>th</sup>) meeting in the City of Viljandi, Estonia, on 6-9 June 2002.

*By Paweł Żaboklicki  
UBC Secretary General*



## VI UBC GENERAL CONFERENCE IN ROSTOCK

On 12-13 October 2001, the sixth General Conference of the Union of the Baltic Cities took place in Rostock, Germany. Over 200 delegates from 74 Baltic Cities and international organisations participated in the event. UBC celebrated its 10<sup>th</sup> anniversary and welcomed its 100<sup>th</sup> member city, which was Berlin.

The UBC President from the start, Mr Anders Engström, former Mayor of Kalmar, has stepped down. The conference elected the new UBC Presidium:

Mr Per Bødker Andersen, Mayor of Kolding, as UBC President

Mr Armas Lahoniitty, Mayor of Turku, as UBC first Vice-President

Mr Arno Pöker, Mayor of Rostock, as UBC Vice-President

Ms Liisa Pakosta, Vice-Mayor of Tallinn, as UBC Vice-President

The new UBC Executive Board: Denmark–Aalborg; Estonia–Kuressaare; Finland–Pori; Lithuania–Panevėžys; Latvia–Liepāja; Germany–Lübeck; Norway–Kristiansand; Poland–Gdańsk; Russia–Baltiysk; Sweden–Stockholm.

The theme of the first conference day was "Social Justice in the New Millennium". The conference was attended inter alia by Mr Karl-Johan Lönnroth, Deputy Director General, DG Employment and Social Affairs. Mr Lönnroth presented the impact of the EU enlargement on the cities social policy.

The Conference adopted the UBC Social Charter. The Charter underlines such issues as: principle of subsidiarity; protection from general risks of life, advancing the role of children and youth, protection from discrimination and abuse, gender mainstreaming, sustainability.

The second day of the Conference was devoted to internal UBC matters such as reporting, elections, budget etc. It was decided that the next (VII) UBC General Conference will be held in Klaipėda in 2003.

### SOCIAL CHARTER FOR UBC MEMBER CITIES

Municipalities have to promote the well-being of their inhabitants and their free self-government for their own affairs. They act thereby at the same time in responsibility for the future generations. The General Conference of the UBC have adopted the following Social Charter in order to give a political sign for a social policy to develop the social cohesion in their municipalities as a social dimension in the Baltic Sea region with similar and good living conditions for everyone.

#### 1. Civil Society

The cities confirm to emphatically promote communal life and the acceptance of responsibility by the citizens. With their voluntary commitment the citizens achieve an indispensable contribution to social cohesion, to local democracy and therefore identification with their community.

The cities will improve and/or create regulations for involvement and codetermination at the level of city representation as well as outside this representation in the field of social functions and activities of the city.

The influence of the state must follow the principle of being subsidiary and must be considerably downgraded in favour of self-administration.

The cities confirm to create sustainable conditions for voluntary activities of citizens and the community serving organisations of the citizens (NGO's).

#### 2. Protection from general risks of life

The cities confirm to do all they can, both on local and state level, to ensure that all persons living in the place are free of any fear of the life's great risks such as sickness, old age, unemployment and to become homeless.

#### 3. Advancing the role of children and youth

The cities confirm to regard the work with and the protection of children and youth as a part of their educational policy with the goal of guaranteeing them a free and self determined development of their own personalities. To achieve this it is necessary to increase young people possibilities to have influence on decision-making processes.

#### 4. Protection from discrimination and abuse

The cities confirm to implement a policy for the aged, handicapped and chronically ill persons supporting them in arranging their lives in such a manner that they feel well.

Trafficking in women and children requires local prevention programmes

#### 5. Gender Mainstreaming

The cities confirm to (re)organise, improve, develop and evaluate policy processes, so that a gender equality perspective is incorporated in all policies at all levels and at all stages by all actors normally involved in policy-making.

#### 6. Sustainability

The cities confirm to support a sustainable development that satisfies the needs of today's generation without endangering future generations.

#### 7. Social Report

The cities confirm to report regularly to their city committees on basis of the 6 above-mentioned task fields. This social report is submitted regularly to the UBC General Conference.

Adopted on occasion of the VI UBC General Conference held in Rostock, 12-13.10.2001.



UBC Veterans, from the left: Anders Engström, Piotr Krzyżanowski, Michael Bouteiller, Jacek Starościk



Over 200 participants from 74 member cities took part in the conference



Mr Per Bødker Andersen during his first speech as UBC President





## SOCIAL CHARTER - FROM RESOLUTION TO A WORKING PROGRAMME

The VI UBC General Conference in Rostock in October 2001 adopted unanimously for the first time in its history a resolution significant to all UBC cities. That is the Social Charter.

Most important is now that all relevant stakeholders of our cities endorse the Charter and encourage them to work with it.

The Commission on Health and Social Affairs has the task to elaborate ideas how to work with it and we intend to make the Social Charter a working paper for the benefit of their citizens.

We are just now thinking about a timetable, about how to start the whole action and how to involve most of UBC cities.

Together with the Presidency, the Executive Board, the Working Group, the Commissions and Networks as well as all the interested persons we will give further detailed explanations to the topics. We will, together, find measures for utilising and implementing the Charter's aims. Indicators for evaluating the activities and the reached standards have to be fixed to get the possibility to make the achievements visible and comparable. To accomplish these aims we need your support and a lively discussion.

Another important task for the cities is to nominate a 'Social Charter Consultant', who will be responsible for networking within the own city and within the UBC

network. She/he will be responsible for reporting to the Commission on Health and Social Affairs.

The Commission should summarise all reports and forward them to the Executive Board and General Conference.

Please, let us know your ideas, proposals, comments - the discussion started!

### Further information:

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## COMMISSION ON EDUCATION FUTURE TASKS

19 persons from five countries and twelve UBC cities participated in the meeting of the Commission on Education held on 19 January 2002 in Norrtälje, Sweden.

The following topics were discussed: aims and activities of the Commission since 1997; participants' experiences in the field of education and activities in 2002.

The meeting was opened and led by the Chairman of the UBC Commission on Education, professor of Erken Laboratory Mr Kurt Pettersson. The UBC political adviser Mr Juhan Janusson made a review about the UBC role in the Baltic region and its activities today.



Two practical ladies - Mirje Auksmann, secretary of UBC Commission on Education (Kärdla, Estonia) and Monika Söderman, contact person (Norrtälje, Sweden)

As discussed in Rostock during the meeting of the Commission, the local politicians and other well-known people should be involved in the work of the Commissions to help the Commissions' future work.

Lots of issues were connected with environment. The participants from Kotka spoke about their activities on education, environment and nature. Erken Laboratory works on environmental researchers. Mr Niko Remes, the former employee of Commission on Environment suggested co-operation between both Commissions.

There were several proposals for the future work. Some of them are:

- Drug problems among young people should be discussed;
- Find more opportunities to work in enterprises and gain practical experience;
- Democratic issues, more opportunities for the students for making decisions;
- Share experiences and information among teachers and students;
- Use up-to-date technology - Internet conference.

Mr Pettersson introduced the project "Summer School for potential researchers in the field of aquatic



Discussions in groups - a group of four Finnish representatives: Risto Hamari, Kaisa Rönka, Tiina Lecklin, Hli Ojala

ecology". Mr Ivo Eesmaa introduced the project "The Meeting Point on Different Cultures" and the idea to organise an international adult conference in 2002.

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## COLLABORATION IN MUSIC AND ART

During the 5<sup>th</sup> Session of the Commission on Culture in Espoo and Helsinki on the theme "Art Education in the Baltic Cities", it was decided to continue this topic. City of Riga agreed to host the Commission on Culture 6<sup>th</sup> Annual Session on 11-13 April, 2002 titled "Culture Education in Latvia and the Significance of International Collaboration in Music and Art Education". The Session was opened by Ms Karina Petersone, Minister of Culture of the Republic of Latvia. In the debates almost 40 persons from 8 Baltic countries took part.

The session in Riga was divided into three topics: Music, Folk Music and Visual Arts. During two days 19 speakers, experts in the subject, presented different aspects of art education in the Baltic Region both on the state and municipal level. There were interesting debates on a number of problems connected with art education. Also, international projects initiated by schools were presented.

Participants of the session were present on the concerts in the 15<sup>th</sup> International Music School Festival and visited Bolderaja Art School and Riga Art School which are the most vivid art centres for children and youth in Riga.

Next Annual Session of the Commission on Culture will take place in Szczecin.

The main purpose will be election of a new Culture Commission Board and discussion on the theme: "Contemporary Art Galleries in the Baltic Cities".

The Secretariat of the Culture Commission will keep up informing all the member cities on preparations for the election and session in 2003.



Participants of the 6th Session of the Commission on Culture in Riga.

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## MARE ARTICUM THE BALTIC ART MAGAZINE

MARE ARTICUM the Baltic art magazine published in Szczecin since 1997 under auspices of the Commission on Culture of the UBC is a project focused on the promotion of contemporary art as a platform for an open debate on the changing social, mental and political environment.

In 2001 MARE ARTICUM changed the publisher which currently is the National Museum in Szczecin. The last editions of the magazine "Entropy of Gender" and "Sybaris" presented the set of essays and articles on such phenomena as the notion of gender and its importance in the current social discourse and pop culture as the nowadays hedonistic life style.

For 2002 the international editorial board selected further macrosocial issues: "Globalisation" (June) and "Art & Politics" (October). "Globalisation" issue is presenting the influence of this process on the cultural shifts in the Baltic region throughout the practices in contemporary visual arts. The

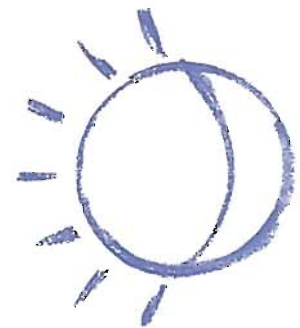
phenomenon of globalisation is perceived as a process of setting new social standards, a new hierarchy of values, institutions of public life and every day existence. That results in convergence of cultures and new model of the world which becomes more and more homogenous and not bound to a particular territory.

"Art & Politics" will present the complex, mutual relations between politics and art with emphasis on artistic strategies build on so called interventions in the socio-political realm.

MARE ARTICUM will present artists who perceive their activity as the political involvement or those who try to influence politics via stimulation of the debate, open criticism or diversion aimed at particular political concepts and strategies.

Each issue of MARE ARTICUM also presents Baltic art galleries, artists run spaces, contemporary art museums and other art spaces active on the Baltic art scene.

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THE BALTIC ART MAGAZINE



SPECIAL ISSUE NO: **GENDER ENTROPY**

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## PUBLIC TRANSPORT SEMINAR IN RIGA

The Commission on Transportation has had a successful re-start and is now an active part of the UBC network. Last summer there was a start up meeting in Göteborg. Now Public Transport Seminar and an Annual Meeting took place 18<sup>th</sup> - 19<sup>th</sup> of April in Riga.

More than 40 participants representing 9 different countries and 23 different cities in the Baltic Sea Region came to the Congress Hall in Riga to listen to speakers from Estonia, Latvia, Sweden, Norway, Finland and Denmark.

The title of the seminar was "Worst practice in managing public transport – mistakes we have made for others to avoid". Questions were raised about strategic planning to facilitate efficient public transport, how to organise public transport and ways to finance investments and to operate the public transport systems.

There was also a session at the seminar together with the Commission on Urban Planning, dealing with the influence of transport planning on the creation of people orientated public spaces. In the evening the city of Riga had a reception where both Commissions on Transportation and Urban Planning were invited.

The second day the Commission on Transportation had their annual meeting. The participants discussed how the commission will work and how to use the network as efficient as possible. The meeting also included a planning session. Future activities on the agenda are a Bicycle Seminar in Cesis in 6-7<sup>th</sup> of September and a Mobility Management Seminar next year.

The Commission on Transportation would like to thank the City of Riga for hosting the conference and make the arrangement possible.



Meeting participants in front of the Riga Congress Hall

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## WOMEN NETWORKING IN THE BALTIC SEA REGION

The 2<sup>nd</sup> Annual Baltic CBSS NGO Forum was a natural forum to organise the first UBC Women's Network Meeting, after the City of Turku has taken over coordination of the network. On the suggestion of Hjördis Höglund, the founder of the Network, and in agreement with the City of Turku it was decided that Ulla Lundqvist would be the new coordinator for the UBC Women's Network. Ulla Lundqvist represents the Women's Centre Femina Aboensis in Turku.

The theme for the UBC Women's Network's round-table meeting was

"Women Networking in Municipalities in the Baltic Sea Region".

On behalf of Armas Lahoniitty, the Mayor of the City of Turku and the UBC Vice-President, Mikko Lohikoski, Director of External Affairs and Communication, opened the meeting stressing the importance of developing a gender equality policy that comes as near as possible to the ordinary citizen. Mr Lohikoski stressed the importance to get a recommendation to the cities to appoint a women representative to participate in the gender equality work. He also expressed the wish of the City of Turku to support UBC Women's Network in its work and suggested that the Network should try to use all possible events for meetings.

Irina Kouzmenko, Project Manager at the Nordic Council of Ministers' St Petersburg office told about the Gender Equality projects in North West Russia. Ekaterina Evgenjevna Kurocjkina, gave an interesting overview about the legislation and situation in Russia. Galina Moldon, Narva and Jekaterina, Sillamäe, spoke about the important work that women

organisations have done and the importance of female networks for Eastern Estonia. Eija Nurmi, the chairperson of Femina Aboensis, stressed the importance of political co-operation between women that gives results, that "cannot be valued in money terms". Ulla Lundqvist shortly referred to the visions of the meetings to be held on all suitable occasions, and stressed the importance that the question for the financing of the meetings should be solved.

The meeting agreed and chose the working group to work on the Action Plan together with a paper of recommendation, to be ready to be presented by the City of Turku and the UBC Women's Network at the Board Meeting in Viljandi, Estonia, 7-8 June 2003. The working group consists of Galina Moldon, Narva, Svetlana Skornjakova and Julia V. Zhukova, St Petersburg, Petra Hamann, Rostock, Ingegärd Ångström, Nacka and Ulla Lundqvist, Turku.

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From the right:  
Alla Progrebjak, Paldiski; Ekaterina Jegorotseva, Sillamäe; Galina Moldon, Narva.



## PUBLIC SPACE – PROBLEMS AND POSSIBILITIES

The seminar “**Public Space – Problems and Possibilities**” was organised by the Riga City Council. City Development Department in co-operation with the UBC Commission on Urban Planning.

The main goal of the seminar was to discuss the issues of public space development in the city centre. During the seminar, a special attention was paid to the public space development issues of Riga City Historical Centre – its problems and opportunities. The seminar consisted of the plenary session work, as well as work in groups. Specialists from UBC cities presented a short overview dealing with public space development. Information on different activities and projects of the UBC and opportunities to participate in them was disseminated.



*Commission members visiting the public spaces in Riga*

Three main reports given by invited lecturers were presented in the plenary session:

- Jan Gehl, Copenhagen - “Public Space and Public Life in the City Centre”,
- Pentti Murole, Helsinki - “How to Manage Cities for the Benefit of People”,
- Juris Dambis, Riga - “Vision of the Riga City Centre Development”.

About 80 representatives of 31 cities from 10 countries took part in the work during the seminar.

Alongside with that seminar, the UBC Commission on Transportation met in Riga. While preparing these seminars, both commissions agreed that it would be worthwhile to organise a joint session “The influence of Transportation Planning on the Creation of People Oriented Public Space”. It laid the basis for a closer cooperation of various commissions in the future.

The seminar dealt with the issues and exchange of experience on the development of public space in relation to the working out of Riga City Historic Centre Preservation and Development Plan. The Work groups focused on various issues – from strategic solutions to very specific ones – role of the centre in the

present and future life of the city, specific possible solutions for creating pedestrian streets, construction of the inner courtyards in the centre of the city, the development of green spaces in the historical centre, etc. Due to their professional experience, the participants of the Seminar gave an important contribution to the development of these themes – both in resolving strategic issues and by offering proposals for specific cases.

The future work and strategy of this commission was also discussed during the business meetings of the seminar. The commission has submitted the project proposal “ABC - Alliance of Baltic Cities” for Interreg III B program, in order to enhance the efficiency of its work and draw in some funding for its future activities. The issues about the possible seminar of the Planning Commission in St. Petersburg this autumn were discussed as well.

The Seminar attracted a broad interest of the mass media.

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## ELECTRONIC UNION OF BALTIC CITIES

On 25-26, April, 2002, the seminar “Electronic Union of the Baltic Cities” was held in Saint-Petersburg. The seminar included the discussions on the above mentioned issue and visiting IT companies in the city of Saint-Petersburg.

As we all know the enlargement of EU in the Baltic region will set a new geo-political situation in which one of the challenges to take up for the cities, UBC members, will be consisting in assuring a constant and dynamic enough economic growth.

The Council of the Baltic Sea States and the official structures of the European Union involved in the elaboration of the e-Europe, e-Europe+ and NeDAP programmes have come to the conclusion that an efficient use of the tool in question should be considered only in the frame of a

well-defined at political level strategy. Therefore, in the framework of UBC, the emphasis should be placed on moving toward a conceptual integration of all the existing e-programmes for more co-ordination in general and adaptation to the specific conditions of the member cities in particular. Unfortunately, at present, the cities belonging to countries, non-members of the EU, cannot take any advantage of mentioned above programmes. At the same time, those of the member cities that are not part of the Russian Federation, cannot benefit from e-Russia and e-Petersburg programmes. So while intending to strengthen “the co-operation in the Baltic Sea Region in all fields”, UBC member cities still develop IT-related projects often individually. Thus, a more coherent, co-

ordinated action is needed.

To implement the missing link of the chain that should join together e-Europe, e-Europe+, NeDAP, e-Petersburg, e-Russia and other e-Initiatives, a Commission or Network on Information Society is acutely needed. The mentioned structure will elaborate the e-UBC programme, which is presently the only way to assure real interaction between the earlier cited wide-ranging programmes, lifting UBC to a more progressive level and also fulfilling the conditions required to make the step from individual visions and programmes to a coherent Information Society.

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# ENVCOM PUT “BUNS IN THE OVEN” WELCOME TO UBC AGENDA 21 EVENT IN NACKA!

The UBC Commission on Environment Secretariat has recently been occupied with planning and writing new project proposals. During February - March the secretariat was involved in five new large project proposals.

The largest new project proposal, proposed to DG Research, is called MURSUS. The planned project aims at developing the urban sustainability monitoring systems on European Scale. Other proposed projects deal with Local Agenda 21, Environmental Auditing, and Best Environmental Urban Practices. They have been proposed to DG Environment and to Interreg III B.

Answers to the proposal are expected during May – July. Success of at least some of them would be very important for advancing the implementation of UBC Agenda 21 Program. In case if all proposals would be successful, the secretariat is looking forward to “positive chaos” while starting implementation.

In any case, the EnvCom Secretariat is looking forward to being able to offer to member cities several interesting new



*Secretariat of the UBC Commission on Environmental at your disposal*

activities. For carrying out these activities, the secretariat will also most likely recruit new staff members. The possible new positions will be made open for applications from all Baltic Sea Region Countries.

## RESULTS FROM THE NEW UBC AGENDA 21 SURVEY

In October 2001, UBC launched the second survey concerning the work with Local Agenda 21 and sustainable development in the member cities. 85 out of 100 cities responded to the questionnaire.

According to the results of the survey, it is quite clear that LA21 and sustainable development are familiar concepts to the UBC cities, as 82 % currently have a LA21 or similar process. Only a few cities have not started the work for sustainable development yet.

Since the first UBCLA21 survey in 1998, the LA21 processes have become more extensive with a broader range of activities. It is noticeable that LA21 during the last three years has been particularly progressive in UBC cities in the eastern part of the region, which three years ago were lagging behind.

One important reason for this could be that the UBC, as a provider of help and

support to its member cities for the work with LA21, has worked particularly hard in promoting LA21 to the eastern cities. A result of this, on the other hand, can be seen in the higher degree of acknowledgement among the eastern cities in regard to the services of UBC in supporting LA21 activities in the member cities.

The Baltic Sea region is considered to be one of the most active regions in the world in regard to work with LA21. It is great to see that the UBC member cities have come far in their LA21 work, that there is continuing belief in and commitment to LA21 and that the UBC as a network can have an impact on the region and on the further development in regard to LA21.

The full survey report is available from the UBC Commission on Environment Secretariat.

The UBC Agenda 21 Working Group and Commission on Environment will meet 31 May - 1 June in Nacka, Sweden. Participants from all member cities and partner organisations are cordially welcome.

The goal of the event is to share the experiences between the participants, learn from each other, and over all to create new ideas for further activities among UBC member cities and within the frames and guidance of UBC Agenda 21 program.

The event will be based on a thematic approach. Sessions in the seminar rooms will be accompanied by learning trips on sites. The planned themes are: Energy, Waste Water, Bio-waste and Gardening, and Ecological Housing. These themes will be at first presented by the experts. It is expected that the member cities and participants who have good practices in these themes would contribute to the latter discussions by giving short presentations about their cases.

In addition to Baltic Sea Region experts, also a number of American experts will participate and contribute by presentations, reflecting the development and new trends in the U.S. in the field of energy saving and alternative energy as well as in innovative local environmental practices.

Travel and accommodation support will be organised for CEEC participants.

Please, do book the dates, as this is likely to become a really interesting meeting! More information is available from the UBC EnvCom Secretariat.

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# INTEGRATION OF THE DISABLED THROUGH SPORT

“Integration of the disabled through sport” – was the motto of the 8<sup>th</sup> Annual Meeting of UBC Commission on Sport which was held between 15-16 March 2002 in Karlskrona (Sweden). Representatives of 13 cities from Denmark, Estonia, Lithuania, Poland and Sweden participated in the meeting. Among formal issues discussed at the meeting there was last year’s Commission Activity Report. In addition a new deputy chairman, Mr Magnus Johansson, a politician, Chairman of Sport Department in the Karlskrona Municipality, was elected.

The Commission decided to support financially nine sporting events. This year the emphasis was put on the participation of disabled sportsmen.

- International Festival of the Disabled in Wheelchairs “White Nights”, 21-24.06.02, St. Petersburg
- Cesis Sport Festival for Handicapped Persons, 20-24.07.2002, Cēsis
- European Road Race, 11.05.2002, Gdynia
- UBC Tournament of Basketball Players in Wheelchairs 30.11-01.12.2002, Panevėžys
- International Basketball Tournament for the Deaf People 11-12.10, Panevėžys
- The 3<sup>rd</sup> City Sport Games, 19-22.09.2002, Šiaulai

- 26<sup>th</sup> International Chess Tournament – Baltic Cup, 16-26.06.2002, Koszalin

- Baltic Night Fever Marathon, 3-4.08.2002, Rostock

- 1<sup>st</sup> International Tournament in Disco Dance, 12-13.10.2002, Koszalin.

Sport activity is one of the ways of coming out from disability and integrating with the society. It enables the disabled to improve their physical fitness and at the same time builds up their own trust, self-confidence, greater independence and freedom. We could hear about these important aspects during the presentation of Mrs Beata Wachowiak, who presented Polish system of municipal care and Gdynia’s activity in the scope of the disabled activation.

From the presentation of Mr Thomas Hall and Mr Lars Hjeltman we learned about the Swedish model of the disabled activation, which has long standing experience as well as is well-developed at the state and local level. We had also presentation of Danish Sport Association from Aalborg that associates 660 members ranging from children to adults with all types



of disability, offering over 20 various sport activities. These experiences have confirmed that through sports the disabled learn to set goals in their daily lives, develop new interests, to express their feelings, find new solutions. Sport also helps them to become responsible and assertive. Certainly Commission on Sport annual meeting did not exhaust the topic but just started the discussion to be continued next year. See you in Aalborg in 2003!

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## HARBOURS’ AGENDA 21 PROCEEDING BUSINESS

Ship traffic is nowadays an important and still increasing source of emissions in the European scale. As part of UBC Agenda 21 Program, several harbours and harbour cities are working together on improving the environmental policies and practices of harbours. On 15-16 March, these partners came together once again, when the Sustainable Harbour Policy meeting was organised in Lübeck.

More than 20 people attended, representing the main harbour cities and harbours of the Baltic Sea. Experiences from several cities and projects were shared, and discussions for further co-operation on policy development continued.

For example the host city, Lübeck, is carrying out precise ship emission studies and developing technical solutions for the reduction of pollutant emissions, noise and vibrations caused by diesel powered ships’

engines. Another important aspect is the clarification of legal questions regarding the boundaries between European environmental legislation and international maritime law, in order to implement the array of proposed solutions and prevent possible areas of conflict between nearby residents, shipping and tourists.

The aim of the Harbours’ 21 Project is to bring together the cities, harbours, and shipping companies to develop together good policies and technical solutions. The project is currently funded by the Federal Environmental Ministry of Germany. Further funding is to be sought from Interreg III B.

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## DEVELOPMENT

Tampere chairs the UBC Business Co-operation in 2002. The meeting of the Commission will take place in Tampere on 17-18 May 2002. The purpose of the meeting is to network, to promote business contacts and to exchange ideas and information about urgent and important issues of business development. Tampere will also outline the participants how things are done in Tampere and introduce the very successful eTampere program. The talks will be complemented by workshops that require some advance homework by participants. The participants are asked to send a short report on present status and plans for future in their city related to subject of workshop they will participate.

[www.tampere.fi/uutta/ubc](http://www.tampere.fi/uutta/ubc)





# THE COMMISSION ON TOURISM INITIATIVES

## Meeting in Palanga

The next meeting of the Commission on Tourism will be held in Palanga from 29 of August to 1 of September 2002. The so far planned activities are

- activity/financial report,
- new ideas for the activity,
- information from the Nordic Council of Ministers,
- possibilities of working with EU-programmes,
- presentations of touristic project ideas, with or without European aid programmes,
- small partner search forum,
- educational excursion

The Commission welcomes more suggestions for the agenda. Dates may be changed. Please contact the Commission for detailed information.

**Baltic Tourism Academy** seminar series in January-May 2001 travelled around the



Baltic Sea, focusing on specific topics concerning working with events. Its route was Kalmar (event marketing), Karlskrona

(the idea behind), Tallinn (financing), Gdynia (organisation), Vilnius (advertising), Rostock (sponsoring) and finally Nyköping F. (effects from an

event). The results from the seminars are concluded in an educational CD-ROM. Please visit <http://www.balticevents.com>. Would you like to see your city or regions' events on the BalticEvents homepage? Please contact the Commission for more information.

**New Interreg IIIB application development.** New project applications in the field of cultural heritage tourism development are worked out. The Commission welcomes more participants. Planned submission of application is autumn 2002.

**Kalmar granted EU-support for tourism effort!** After the Baltic City Tourism final conference in Wismar in September 2001, one could say that one of the greatest impact from the project on the individual partners is the personal network built up by the participants during these years. This co-operation has so far lead to many things, but the most obvious and direct result could be the new Interreg IIIB application granted on the 19<sup>th</sup> of December 2001, "Baltic Welcome Center".

Kalmar has been granted financial support for an EU-project, Baltic Welcome Center, within the Interreg IIIB programme. The project aims at creating an international standard for visitors' centres in the Baltic Sea region and has the following five focuses/work packages: 1) international

standard, 2) spatial and tourism planning, 3) investments, 4) information technology and 5) marketing/communication.

The Municipality of Kalmar is the lead partner of the project, with 22% of the total budget of 1 500 000 Euro. Other partners are Växjö in Sweden, Halden in Norway, Turisme Region Syd in Denmark and Schwerin in Germany. Negotiations about co-operation with Tacis and Phare projects are being held for the moment. Tacis and Phare are development aid programmes aiming at involving eastern countries in the project activities of the European Union. The total budget including Phare and Tacis is estimated to around 2 000 000 Euro. The name of the project for the eastern side is "INFOTOUR". Kaliningrad, Narva, Ivangorod, Cesis and Palanga are interested cities.

The project officially started on 19 December 2001 and will be in progress for the coming three years.

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## EU-COORDINATORS TO MEET IN AALBORG

The next meeting of the EU Coordinators' network will be held in Aalborg, Denmark, on the 17-18 June.

The main theme of the meeting will be to initiate project cooperation within EU related activities. The focus of the meeting will be to discuss best practice "from project idea to project management". This is to be seen in the light of the main activities of the network, which is to share best practice about how local and regional authorities work with the EU and thereby assisting the authorities in the Baltic Sea Region to establish EU advisory units.

The objective of the next coming meeting will be to foster a closer relationship between EU advisors and

their cooperation partners through the initiation of concrete project development and thereby sharing knowledge about EU activities. During the meeting in Aalborg, the participants will be introduced to Danish best practice on international project development, as well as how to ensure success in your projects. In addition hereto, the network meeting will debate on the upcoming enlargement issues.

By the network cooperation, we strongly suggest the authorities in both the Baltic region as in the EU regions to participate in the network's activities and to come forward with ideas for project development in order to further the EU



integration and hereby fostering innovative development in the participating regions.

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# EMERGING YOUTH NETWORK

## Background

The idea of starting the UBC Youth Network connects with the network Youth Concerning Sustainable Future set in 1996. The aim was to enable active youth to exchange ideas and experience. YCSF was the cooperation of cities of Kalmar, Gdańsk, Kaliningrad, Bützow with a strong support of UBC. Already in 1999 they invented the idea to create a network between young people within UBC.

## General Conference in Rostock

Three of the YCSF youngsters took the initiative to organise a workshop on youth participation during the General Conference in Rostock. They raised questions about their status in UBC. Together with the workshop participants they created proposals for UBC how to handle youth issues. From all the suggestions the youth network gained the biggest support.

## Board Meeting in Tonsberg

The UBC Board decided to create a youth network. They invited to Tonsberg Ina Werner from the Baltic Sea Secretariat for Youth Affairs, who assisted the youngsters in Rostock. In Norway, Ina Werner consulted with the



photo by M. Szlaga

board members what the goals and task could the network have. The board appointed a task force to further discuss the project idea. The discussion is moderated by Ina Werner.

## Vision of UBC Youth Network

Main goal is to foster Baltic Sea co-operation between young citizens of our cities. The main tasks will be developed by the young people themselves during an international meeting where the participants will develop concrete steps and actions on different headlines they want to discuss.

## Members

Each member city of UBC will ask their active youth organisations if they are interested in co-operating within the

network. Each city will also nominate a contact person.

## Relation to UBC

The UBC Youth Network will work together with the UBC Board and all commissions. Two youth representatives will be invited to the meetings of the Board. Each commission of UBC and the Board selects one contact person for the UBC Network.

## Concrete Ideas

7-8 June, Presentation of the UBC Youth Network at the Board Meeting in Viljandi,

6-9 June, Participation of a representative at the Baltic Sea Youth Minister Conference,

Autumn, First conference on youth participation in Kalmar.

## The Task Force membership

Charlotte Gustafsson, Kalmar  
Magdalena Marchlewicz, Sopot  
Andreas Kaju, Tallinn  
Stefan Andersen, Kolding

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# LVRLAC – UBC MEETING IN KISUMU

The first year of the LVRLAC – UBC co-operation project was to a great deal getting to know each other. The original plan, which was to initiate a number of development projects between LVRLAC and UBC members, was difficult to carry out in practice. The reason was that LVRLAC is a new and weak organisation, and if we should start new projects, there was a risk the projects would float around without proper connection.

We mutually decided to change the focus of the project rather much and for a period work primarily with Institution Strengthening and to build up LVRLAC to become a strong and able organisation. The first step in the new direction was a workshop in Kisumu, Kenya, 13-14 March. Juhan

Janusson and Anders Engström represented UBC.

Mayors and high officials from almost 20 cities in the Lake Victoria Region had very constructive discussions, including budgeting, LVRLAC secretariat role, activities and priorities. The meeting will result in concrete actions aiming at establishing a functional LVRLAC secretariat, Internet connections between the important cities and a functioning internal economy.

The project, which is fully sponsored by SIDA, will now, after some time of stamping water, take new speed and start new activities. Among the new ideas discussed was to establish twin-



Meeting in Kisumu - discussing further cooperation

cities cooperation between UBC and LVRLAC member cities. Kalmar and Entebbe, Uganda discussed that in detail, and together with the existing twinning between Tampere and Mwanza they will function as model twinning cities between our regions.

By Juhan Janusson







## III. MEMBER CITIES IN ACTION

### Residents plan their own district

The Danish Government has undertaken an experiment in resident participation and integrated and coordinated urban regeneration in twelve selected urban areas. The objective is partly to improve the individual residential areas as a whole and partly to provide models for urban policy in the future. Out of total twelve, seven projects started in 1997 and the remaining five in 2001.

Among the new projects is Vestergadekvarteret district in the western part of Horsens. The projects concern selected areas, and not individual residents or properties. The projects are based on coordinated and integrated action and are aimed at increasing local participation

The projects have been initiated in order to halt negative trends in seven selected urban areas. Although generally Danish cities do not have the same degree of problems as other European cities, some urban areas do suffer from a concentration of social problems, traffic and environmental problems, worn-down buildings, poorly functioning urban spaces and a lack of facilities. This negative trend tends to be a self-perpetuating process.

The "Vestergadekvarteret" is a district with 3.500 residents in approximately 2.200 households. With Horsens Council's experience of running similar projects, it seemed natural to put forward a bid to participate in this project. The Council worked with local residents to prepare a carefully planned programme designed to meet the requirements of this complex project.

The project will run for 7 years. From January 19, 2001 the Council had consulted local residents and together they have planned how the urban regeneration programme. From the group of interested residents 11 working groups have been formed, all of which have played a major role in making decisions about the allocation of resources.

In total, the urban regeneration programme in Horsens has 83,5 million Danish Kroner at its disposal (11,2 million



*Residents planning the western part of Horsens called "Vestergadekvarteret"*

Euro) 65 % will be spent on housing and the surrounding environment and the rest will go to improve of local facilities and alleviation of traffic problems. The local authorities have appointed Project Managers and established departments to ensure integration and coordination. The projects will be evaluated by the Danish Building Research Institute.

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### Preservation Works of the Mediaeval Castle Ruins

The mediaeval pride symbol of Cēsis is the stone castle of the Livonian Order. It is the most impressive and best-preserved set of castle ruins in the entire Baltic region.

Construction of the Castle began around 1207 and continued till the 16<sup>th</sup> century. The castle used to be the seat of the Livonian Order's masters and in fact, it became the capital of the Livonian Order's country. In 1703, at the beginning of Northern War (1700 – 1721), the Castle was occupied and destroyed by Peter I and

since then the Castle has not been renovated.

The Cēsis Stone Castle is one of the biggest antique archi-tectural monuments in Latvia. In urgent need of restoration. Since summer 2001, the Castle has become a closed site for the visitors due to the eventual stone slides.

In 2006, Cesis will celebrate its 800<sup>th</sup> anniversary. In the summer of 2006 the celebrations will reach its climax and Cesis town will host international festivals, an open-air opera, concerts, exhibitions, seminars and conferences. The Castle has been chosen to be the central place for the main cultural activities.

To secure financial resources for the investigation and conservation works, in March 2002 Cēsis City Council announced the saving program of the Castle. It envisages fund-raising from the state budget, entrepreneurs and internationals funds, as well as donations from local inhabitants. The saving program will be implemented in several stages and will continue till 2006. The sum of \$ 547 730 is needed.

Cēsis City Council has opened a special bank account for donations. With a mediation of the Bulletin of Baltic Cities, we invite you to support the preservation works.

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*Ruins of the Livonian Order's castle in Cēsis*



A view of Dunkirk

## Partners from the Opal Coast

Gdynia, Sopot and Gdańsk, commonly known as Tri-city, were invited by Opal Coast Mixed Syndicate to visit Dunkirk, Calais and Boulogne.

The study visit to France (2-6 March 2002) aimed to initiate multilateral cooperation between Tri-city conurbation and the cities of the Opal Coast. Both Polish and French partners have great economic, scientific as well as cultural potential whereas mutual experience exchange may enrich the development of these conurbations. The Baltic Sea Region is one of the most integrated in Europe. The Baltic co-operation is carried out in various domains in over 80 institutions, governmental and non-governmental organizations, and is easily noticed by foreign partners from outside the BSR. Hence the presence of Dunkerque Communauté Urbaine at 6<sup>th</sup> UBC General Conference in Rostock, where the interested parties met.

During the stay on the north coast of France, the Polish delegation met the authorities of three cities: Dunkirk, Calais and Boulogne, representatives of the Chamber of Commerce and Industry, as Université de Littoral Côte d'Opale. Among the most important spheres of future co-operation are experiences exchange regarding port area revitalization, port management and new technology transfer. The visit was financially supported by the Foundation France – Pologne.

Searching new partners outside the BSR, particularly among European Union countries such as France and United Kingdom, is a far-reaching approach and supplements the existing co-operation with new aspects, opens new possibilities and allows for better and more complete development of our conurbations.

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## Swedish Baltic Sea Water Award

To recognise direct and practical initiatives that contribute to improvement in the Baltic Sea's water quality, the Swedish Ministry for Foreign Affairs has since 1999 presented a special environmental prize, the Swedish Baltic Sea Water Award.



Nominations for this year's award are **due by April 30, 2002**, and are sought from the industry, public service and non-governmental sectors in countries bordering the Baltic Sea. Minister for Trade Leif Pagrotsky will present the award during the Stockholm Water Symposium in August.

The award seeks to highlight what different stakeholders have done individually or collectively to improve the Baltic Sea's water environment. It can be presented to an individual, company, organisation or an authority in any of the Baltic Sea countries.

The award winner receives a 100,000 SEK prize sum, crystal sculpture, diploma and travel and accommodation to participate in the 2002 World Water Week in Stockholm. A jury appointed by the Swedish Government reviews the nominations and selects the winner.

In 2001, Leonid Korovin from St. Petersburg, Russia, received the award for a series of activities aiming to safeguard the water environment in the part of the Baltic Sea nearest to the St. Petersburg area, which emits very large amounts of pollutants into the Baltic Sea. In 2000, the City of Gdansk won the award for being

the driving force behind the establishment of the Wschod wastewater treatment works, which receives and cleans wastewater from Gdansk and four other Polish cities and populated areas. In 1999, PURAC Water of Poland was honoured with the first Swedish Baltic Sea Water Award for its efforts to clean up Polish rivers that drain into the Baltic Sea.

The Stockholm International Water Institute (SIWI), a scientific, technical and awareness-building organisation, contributes to international efforts to combat the escalating global water crisis by facilitating research, raising understanding and stimulating action on world water issues. SIWI administers the Stockholm Water Prize, Stockholm Junior Water Prize, Stockholm Water Symposium, Stockholm Water Initiative, Stockholm Industry Water Award and Swedish Baltic Sea Water Award.

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## Explore Gotland by Foot

Gotland has a unique cultural landscape. The wealth of ancient monuments, seashores with cobblestones and limestone stacks, and leafy meadows have no equal in northern Europe. It is a wonderful environment to explore by foot.

Six approved stages for IVV-stamping are new for 2002. The daily stages are 10 to 22 kilometres. Altogether they are giving 73 kilometres to a IVV-card.

Further information about these and other walking possibilities can be found at [www.guteinfo.com/vandra](http://www.guteinfo.com/vandra)

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Island of Gotland





Volvo Ocean Race, Djuice Dragons arrives in Baltimore, photo R. Tomlinson

## Volvo Ocean Race - destination Kiel!

Kiel is one of the ports on the Volvo Ocean Race Round the World (formerly Whitbread). For the first time in the 28-year history of the classic yacht race a German port has been involved in this major sailing event. The nine-month regatta covers 32,700 nautical miles, crosses four oceans and takes ten ports on four continents. Eight professional crews are taking part. The regatta, which set sail from Southampton on September 23rd, 2001 took participants to Cape Town, Sydney, Auckland and Rio de Janeiro. From there it continues via Miami, Baltimore, La Rochelle, Göteborg to their final destination, Kiel. A German yacht taking part in the regatta is currently ahead in the overall rankings.

Work is underway in the centre of Kiel on the finishing line in the heart of "KIEL.SAILING CITY". Ten thousand spectators will be able to experience the final sprint at first hand. Kiel will be laying on an appropriate welcome for the 97 participants. The state capital will be staging a maritime festival two weeks before Kiel Week 2002 (22 to 30 June) to coincide with the anticipated arrival of the yachts at the finishing-line on 9 June. The opening of the Race Village on the firth is scheduled for 6 June 2002. The inter-national festival will create a party atmosphere. Events include kids festival, as well as an exhibition of maritime art. A floating stage will be the setting for musical shows, theatrical productions and culture events. Other highlights include firework displays and an illuminated line-up of ship. The windjammer "Sedov" from Russia will lie at anchor as Kiel's Ocean Race flagship.

Then, on 8 June, the excitement will mount. The start of the final leg will be relayed from Göteborg on video walls. The yachts will reach Kiel on the following day.

The evening of 10 June, the Race Village will be the venue for the awards ceremony and an international party for prominent guests.

Kiel is looking forward to this top class sporting event which will further enhance the reputation of the city on the Baltic as the world metropolis of sailing. The city is also bidding to stage the sailing events at the 2012 Olympic Games provided, of course, that Germany is selected to host the games.

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## 750 years of Klaipėda

Klaipėda, the oldest Lithuanian city and its only port, located on the Eastern coastline of the Baltic sea will celebrate its 750<sup>th</sup> jubilee this year. The history started in 1252 with signing a treaty of construction of Memelburg castle and the town. The long history of the city saw numerous rulers: the Lovonian Order and Prussian Kingdom, the German Empire, Swedes, Russians, French. Only in 1923 Lithuania regained this ethnic Baltic land. During WWII the town was severely destroyed while all the citizens withdrew to Germany, Only six local families remained. Then during 50 years' period of Soviet time the city and the port were closed.

After restitution of Independence Klaipėda became a dynamic, juvenile city, strategic economics and marine, as well as West Lithuanian cultural and scientific centre. Klaipėda was twice awarded by the Council of Europe - in 1999 the Flag of Honour and in 2001 the Plague of Honour for international co-operation and local level efforts to propagate European unity. ideas



The year of 2002 was proclaimed the jubilee year. The program dedicated to the jubilee titled "The city where I wish to live" includes all the best traditional city events and projects. August 1, the climax of the jubilee year will merge into the fiesta of the traditional Sea Festival. With symbols of Time and Space the central part of the town will be divided into the Past, Present and Future. An international festival of street theatre troupes coming from our twin cities will give their shows. The Dane River will become the symbol of fragility and the flow of time. The city of the future will be created by young people by means of various art actions, concerts and festivals. Inventive arrangements of sparkling imagination in the whole city and on the beaches will hopefully give unforgettable impressions to everyone who will observe it!

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## Kronshtadt Celebrations

On May 18, 2004 Kronshtadt will celebrate its 300th anniversary. The town was created by Peter the Great as St. Petersburg's marine "avant port". Many round-the-world cruises, voyages of discovery to the Arctic and Antarctic, diplomatic missions and important developments in marine science and practice are associated with Kronshtadt, along with the names of many well-known naval commanders and seafarers. The city is both the cradle of and a monument to the Russian Navy.

A great number of people have devoted their lives to marine service and we wish to honour those who have perished and gone missing at sea. In May 2002 the Administration of Kronshtadt announced an open competition for the best project for a monument "To those who perished at sea", in which all artists are invited and welcome to participate. Donations for the monument will be gathered by the international fund "Tercentenary of Kronshtadt - Holy places be revived".

The city will also organise the summer carnival. Interesting original ideas on how to present the architecture and history are



being embodied in carnival costumes created by pupils of the Kronshtadt Art School. Miracle designs from paper and tissues were demonstrated by the young artists. The demonstration of this collection turned into a cheerful spectacle.

Within the framework of the opening celebrations for the anniversary there will be another event - a first competition for naval cooks that will be held on 13 July. The competition will attract not only the best naval cooks from Russia, Finland and Estonia. Kronshtadt welcomes all visitors to these celebrations.

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## The East Side Story

This summer Lübeck students want to tie the bond of friendship with their Russian counterparts. They want to lay the foundations for a friendship between two cities and two peoples. 'Once we get to know somebody, we cannot be their enemies', say 13- and 14-year-old students in their East Side Story.

The students thought up this special musical and their aim is to finally "put to bed" a dark chapter in German-Russian relations. This Lübeck secondary school's project was inspired by a bell that has not rung in 60 years. In 1942 German soldiers took the bell away from the steeple of the church of St. Mina in the occupied Staraja Russa.

The fate of the bell and the associated recent history of German-Russian relations have been transferred into a modern musical which tells the story of Marie and Wolodja, a German girl and a Russian boy. It is also a piece about coming to terms with the past, guilt and reconciliation. Marie falls in love with

Wolodja, the grandson of an old Russian woman whose husband was shot in the war by a German soldier. Marie's story emphasises the German-German relations of today, as well as the earlier cold-war induced German-Soviet friendship. The young actors show their view of things through their songs and the uninhibited language. They deal with the German past and German present light-heartedly and critically.

Wolodja, son of a former Soviet soldier, is torn between his Russian heritage and his grandmother who cannot get over her hatred of the Germans and on the other hand, his love for Marie. In the end, the power of love wins.

The young artists from Lübeck can be sure that their plans to be a symbol of understanding, friendship and co-operation will succeed with this musical. They will have already contributed a large part by the time they sing the hymn: "Now let the bell sound, let us sing the song of the future. In the last act, the musical moves to the inauguration of the rebuilt church in Staraja Russa. However, this has not actually been achieved yet. The opening, planned to take place in the Russian town in July 2002, cannot take place in the destroyed church of St. Mina. However, they are already collecting for the re-building in Lübeck. The town council has opened an account for donations.

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*The bell from St.Mina church taken away from Russia to Germany during the WWII*

## UNESCO Cities for Peace Prize

On Monday, March 18<sup>th</sup>, the 2000–2001 UNESCO Cities for Peace Prize has been presented to Vilnius during an official ceremony in Marrakech, Morocco, on the occasion of the 107<sup>th</sup> Inter-Parliamentary Conference. The Prize consisted of a certificate and an award of US\$20,000 for each laureate city.

Vilnius has been one of the five prize winning cities, one in each of the five world regions that UNESCO has delimited for the purpose of carrying out its regional activities. As the City for Peace, Vilnius has been nominated for the region of Europe and North America. The other winners are: for Africa, Lubumbashi (Democratic Republic of the Congo), for the Arab States, Sharm el-Sheikh (Egypt), for Asia and Pacific, Bukhara (Uzbekistan), for Latin America and the Caribbean, Cotacachi (Ecuador).

The Jury particularly appreciated the projects singled out, which, taking into account such varied factors as town planning, environment, civic education, the establishment of cultural facilities and the strengthening of social links, could serve as models. They also wished to honour cities emerging from a long and difficult period that have demonstrated their capacity to rise to new situations.

The number of competing projects – 325 for 76 cities – attested to the popularity of this Prize, launched at the HABITAT II Conference in 1996. In the region of Europe and North America 149 projects for 21 city have been competing.

Presenting the nomination of Vilnius to the UNESCO competition, such the activities as social service development, healthiness, civic initiatives, ecology and protection of cultural heritage were emphasised. Lithuanian capital has also accented its action against exclusion and in support of the dialogue between communities.

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## eGdańsk – strategy for the development

“e-Gdańsk – plan for the development and usage of information technologies e-administration in Gdańsk” has been developed in the City Council in response to the European initiatives aimed at the development of information society eEurope and eEurope+. The citizens of Gdańsk will be provided with conditions in which everyone will be able to use new technologies. The opportunities created by new economy as a part of the policy for the development of information society will help the residents reach the standards of the European Union cities.

e-Gdańsk initiative is related to the organizational plans of providing e-services and to the relevant strategy of the city, with its main objective to satisfy the existing and future needs of the residents, taking into consideration their changing preferences. The services have to be widely accessible, easy to use and efficient. The implementation of the strategy will enable the citizens to access all possible services with the lowest possible costs and minimum bureaucracy.

Popularizing the skills enabling usage of new technologies and wide access to those technologies constitutes the main part of the e-Gdańsk strategy. That is why the city has launched a project called “virtual city council administration”.

The four basic challenges of e-Gdańsk initiative include:

1. Development of modern IT infrastructure with easy and fast access to the city council administration, both for business community, administration and the citizens of Gdańsk;

2. Providing advanced educational base and development of the skills that people must possess to use new technologies and preparing the citizens for the challenges to come;

3. Bridging the “digital gap” – ensuring that all the members of the local community will be a part of the information society;

4. Creating favorable business conditions for the development of e-commerce and e-business.



Gdańsk has always been open for international and regional cooperation, especially in the Baltic Sea and Northern Europe regions. e-Gdańsk strategy and other similar undertakings of European cities will be presented at the annual TeleCities conference in Gdańsk on 24-25 June 2002.

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## eTampere - city of global information society

The common objective of the eTampere programme is to make Tampere the world's leading city in the research, development and application of the information society. The Tampere urban region accommodates strong, world-class research in information technology and communication, innovative business and the ability to work in cooperation.

The eTampere programme concentrates on three themes.

- network services that ease citizens' daily lives are developed and brought within reach of everyone.

- particular attention is paid to how citizens can actively participate in the building of a fair information society and how they can utilise the new services in their daily lives.

- the foundation of expertise in research and education is strengthened.

**New innovative business is created.** The emergence and growth of new enterprises is promoted by increasing well-timed financing and by developing new business models. New business and jobs forward the well-being of all citizens.

**There are six independently operating sub-programmes:** ISI Information Society Institute, RELab Research & Evaluation Laboratory, eAccelerator, Technology engine programme, eBRC eBusiness Research Centre, and Infocity. The entire programme is coordinated by the eTampere office which is responsible for the programme's communications and marketing and it builds channels for participation by citizens.

**eTampere builds the well-being of the future.** The starting point of the eTampere programme is to develop a sustainable

information society that supports active citizenship and innovative business. The greatest challenge is to forward expertise and cooperation between the business and research worlds and the public sector in such a way that information society becomes a natural part of the daily life..

Built into the eTampere programme is a strong, critical approach that enables the scrutiny of issues from a variety of perspectives. The necessity of wide-reaching cooperation has been widely understood, and a novel culture of cooperation is gathering strongly.

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## VII Congress of International Association of Educating Cities

We have a pleasure to welcome you to Tampere to listen to one of the most interesting researchers of our time and to debate on the future of education.

Tampere will host the VII Congress of International Association of Educating Cities (IAEC), on June 16 - 19, 2002. The principal theme of the congress is to study globally the future of education and the role of the city in developing it. Among the keynote speakers of the congress is professor Manuel Castells, one of the most significant researchers of the transition into the information society.

The five themes of the congress are “The role of the city in creating and maintaining educational systems”, “Modern learning environments: local and global networks”, “Values, ethical and ethnic aspect in education”, “Equality, inequality and marginalisation” and “Education and work”.

IAEC is an association that deals with education issues. It has more than 200 hundred member cities in 28 countries. International congresses are held every other year. Experiences are shared in territorial and thematic networks and via Internet databank as well. Welcome!

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*UBC Executive Board at the meeting in Tønsberg, 2 February 2002*



*VI UBC General Conference, Rostock, 12-13 October 2001*

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**Union of the Baltic Cities (UBC) is a network of currently 101 member cities from all 10 Baltic countries, with an overriding goal of contributing to the democratic, economic, social, cultural and environmentally sustainable development of the Baltic Sea Region.**

**The Union has based its operational activities on nine working Commissions on Business Cooperation, Culture, Environment, Education, Health and Social Affairs, Sport, Tourism, Transportation and Urban Planning. The Commissions coordinate and execute specific projects, activities and special events. Each city is capable to have its own creative and fully independent input to the Commissions' work.**

**The Union has an observer status with the Council of the Baltic Sea States (CBSS), the Parliamentary Conference on Cooperation in the Baltic Sea Area, the Helsinki Commission (HELCOM) and the Council of Europe's Congress of Local and Regional Authorities (CLRAE).**

**The Union is open for new members. Any coastal city of the Baltic Sea or any other city interested in the development of the Baltic Sea Region may become a member of the Union by making a written declaration of its will to enter UBC.**

**Please contact the Union's Secretariat in Gdańsk for more information about the UBC work and the rules of entering the Union.**