



# Baltic Cities

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1/2005

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## Logistic Corridors in the Baltic Sea Region

### Welcome to the General Conference in Turku!

- AALBORG • AARHUS • BALTISK • BERGEN • BÜTZOW • CĚSĚ • CHOJNICE • COPENHAGEN • ELBLĄG • ELVA • ESPOO • FREDERICIA • GÄVLE • GDANSK • GDYNIA • GÖTEBORG • GREIFSWALD • GRODNO • HAAPSLU • HELSINKI • HORSENS • JELGAVA • JĚKABPILS • JŌHWI • JÜRWAŁA • KALININGRAD • KALMAR • KÄRDIA • KARLSKRONA • KARLISTAD • KAUINAS • KEĻA • KEMI • KIEL • KLAIPEDA • KØGE • KOLDING • KOSZALIN • KOTKA • KRISTIANSTAD • KRONSHYTTAD • KURESSAARE • LAHTI • LIEPĀJA • LINKÖPING • LOMONOSOV • LULEÅ • LÜBECK • ĒĒBA • MAARDU • MALBORK • MALMÖ • MARIEHAMN • MARIJAMPOLÉ • MIĘDZYZDRÓJE • MOŁETA • NAC KA • NARVA • NĀESTVED • NORRTÄLJE • NYKØBING F. • NYKÖPING • OSKARSHAMN • OXELÖSUND • ÖREBRO • PALANGA • PALDISKI • PANEVĒŽYS • PÄRNU • PETERHOF • PORI • PRUSZCZ GD. • REDA • RÉZEKNE • RIGA • ROSTOCK • SESTRORETSK • ŠIAULIAI • SILLANWÄE • SLONIM • Sopot • STOCKHOLM • ST. PETERSBURG • SUNDSVALL • SZCZECIN • TALLINN • TAMPERE • TARTU • TURKU • UMEÅ • VAASA • VÄSTERVIK • VÄXJÖ • VILJANDI • VILNIUS • VISBY • VORDINGBORG • VÖRÜ • WISMAR

# Baltic Cities Bulletin



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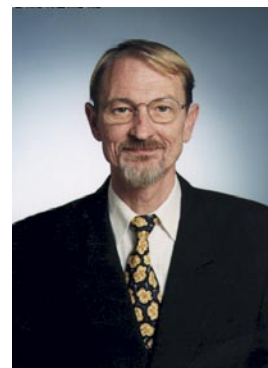
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## COVER PICTURE

*Port of Turku*

Dear UBC Friends,

Our VIII General Conference in Turku is approaching. The conference will be held on 29 September – 2 October 2005. The General Conference will deal with the issues vital for the Baltic Sea Region such as logistic corridors, EU budget and its implications for the BSR, good governance, competitiveness, good neighbourhood policies, human contacts in the BSR, etc. We have invited a number of high-level speakers who will address those important topics.



Transport and logistics issues will be one of the key items. UBC realises that modern port and land transportation infrastructure, coordinated with maritime transport, is crucial for the development of the BSR. This bulletin brings up the information about numerous projects aiming at improvement of intermodal transport network in the Baltic Sea area.

In connection with our conference the following events shall also take place: meeting of the Committee of Senior Officials of the CBSS, the coordination meeting of Baltic Sea organisations and a seminar of Baltic Region Healthy Cities Association. The Saturday, 1 October will be devoted to the internal UBC matters such as reports, elections, finances, etc.

On the UBC's initiative, the major Baltic Sea organisations, namely B7, BSSSC, CPMR-BSC, UBC, decided to send to the European Commission a joint statement on the objective 3 of the reformed Cohesion Policy 2007-2013 (European Territorial Cooperation). The statement emphasizes that the proposed introduction of a maximum distance of 150 km of maritime border - to be eligible to obtain funding for cross-border projects - is counter-creative to the very idea of strengthening the territorial cooperation, and therefore we object to it.

We expect from the European Commission a more flexible approach, taking into account existing cooperation in various fields between the partners on both sides of maritime border as well as historical, social, cultural and economic factors which justify cooperation across larger distance than mentioned above. I have sent this statement also to all prime ministers of our 10 Baltic Sea countries. I do hope all our governments will strongly take up this issue during the negotiations in Brussels on the new Cohesion Policy.

I have also sent out a letter to all member cities asking them to express their views how we can make our own organisation, the UBC, even stronger. A year ago, on 1 May we have experienced a significant historical moment - the Baltic Sea Region became almost an inland sea of the European Union. This fact will have a strong positive impact on further development of our region and it must have an impact on the activities of the UBC.

The EU enlargement in the BSR brings new opportunities and challenges to the UBC. How to promote effectively exchange of experiences between member cities? How to enhance the work of our commissions and mobilise more outside funding? How to ensure that concerns of our cities are listened to at national governments and in Brussels? I received a number of ideas from the cities, for example: UBC could improve lobbying in Brussels by using the cities representation offices; gender balance is needed in the UBC authorities and commissions; less effective commissions could be incorporated by the effective ones, etc.

I look forward to your further ideas on the directions for the UBC development. I also look forward to meeting delegates of all UBC member cities at the VIII UBC General Conference in Turku!

Per Bødker Andersen  
President

Kolding, May 2005



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*Port of Liepāja - one of the rapidly growing Baltic ports*



*SEBTrans-Link is an example of the transportation project in the BSR*



*The 42<sup>nd</sup> Executive Board meeting took place in Luleå, Sweden*



*Network on Youth Issues invites to the Youth Conference in Vilnius, October 2005*

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# I. LOGISTIC CORRIDORS IN THE BSR

## TOWARDS A NEW BALTIC SEA AGENDA

During the last few years many things have changed in the Baltic Sea Region. One of the most significant changes is of course the EU enlargement in 2004 and, as we all know, the change has been very evident. The transport volumes in the Baltic have grown and requirements for developing the logistics and information management in the area are intensifying. Cities and organizations around the Baltic Sea are looking for uniform policies to address the future transport challenge. A lot of research has been carried out, but amazingly little has yet been done in this field.

The UBC has also found it important to form its own policies on these crucial issues, namely the transportation (logistic) corridors system in the BSR, the environmental questions and the IT-solutions, says Mr Christian Ramberg, chairman of the UBC Logistics Task Force.

In the Baltic Sea region international cargo is carried mainly by sea, but as we know, dense traffic can also generate problems. The marine environment is very sensitive and there is, for example, growing concern about the rapidly increasing oil shipments. International co-operation in all fields between the countries by the Baltic Sea is of utmost importance, not least regarding transport, safety and the environment. The enlargement of the EU has also transferred the centre of the Union further eastwards. There is a much faster growth rate for transport volumes moving between east and west than for traditional trade between north and south.

As maritime logistics form a vital part of the activities in the Baltic Sea Region as well as in the EU as a whole, the UBC Executive Board decided to create the Logistics Task Force in May 2004. The main aims of the Logistics Task Force are the following:

- to gather different parties together and facilitate discussions about the most important and urgent development needs

in the maritime logistics field

- to prepare the UBC policies on the crucial issues of the transportation (logistic) corridors system in the BSR,
- to organize a conference "Towards a New Baltic Sea Agenda" in Turku on 30 September 2005, where one of the conference themes will be maritime logistics.

As this is such a vast field, the most important concrete development needs will be defined separately for transport & infrastructure, safety & environment and logistics IT. Because the UBC does not have deep knowledge in logistics, the transport industry and several organizations will be contacted. The UBC policies to be presented at the conference in Turku in September will be based on their view.

The chairman of the UBC Logistics Task Force is Christian Ramberg, managing director of the Port of Turku since 2000. He has many years of experience in logistics and maritime transport. The Port of Turku is one of Finland's most important ferry ports, handling most of the ferry cargo shipped between Finland and Scandinavia. The initiative to form the UBC Logistics task Force was also taken by the city of Turku (Åbo in Swedish).

Mr Ramberg is convinced that goods transport will hold a key position in the future development of the whole of the EU.

- The basic logistics must be working smoothly if the BSR wants to grow and become stronger, he says. He thinks that his most important task as chairman of the UBC Logistics Task Force is to promote the launching of a common UBC strategy and policy for logistic and maritime matters in the Baltic Sea Region.

The transport policy of the UBC will be one of the key topics at the VIII General Conference, which will be held in Turku this autumn. Mr Ramberg informs

that there is a strong interest for such questions in the Baltic Sea Region.

- We are going to sign up transport and logistics experts as speakers, and we expect a great interest in participating in it.

There is a growing need for actions in the region. During the last few years a lot of research has been done in many different fields, but there has been very little cooperation and coordination – Now it is time to start carrying out decisions already taken, Mr Ramberg says.

The main problem is that the society does not always have the financial resources to carry out everything on the decided data. Someone has to make the uneasy decisions. It is also important to have as many parties as possible participating in the process. I think that the UBC is the right forum for providing those people, making the decisions, with relevant basis for the decisions.

Our main task is to define and highlight the most relevant issues. We have decided to focus on maritime logistics, because a working transport network is perhaps the most essential single condition for continued economic growth in the area.

The role of the UBC Logistics Task Force Mr Ramberg compares with that of a port:

- We don't want to teach the sector how to handle transport, we just want to provide the best possible conditions by adapting fast enough to a constantly changing environment.

Mr Ramberg thinks that the UBC Logistics Task Force will adapt itself to the needs of the transport sector.

It is of greatest importance to include the transport sector in the future debate, too. So far the talking has been done mostly elsewhere and the sector itself has been left outside.

At present there is a large number of different organisations within the Baltic Sea area representing many



specialist areas. Has the founding of the UBC Logistics Task Force created yet another?

Indeed there are many different organisations doing a lot of good work, but I still think that they are a little bit fragmented when looking at the picture as a whole. Sometimes it also seems like the same things appear again and again, but in different forms, Mr Ramberg explains. In his opinion the UBC Logistics Task Force wants primarily to get an overall picture of different issues. We bring up questions and decide which ones are important and which less important.

Mr Ramberg underlines that the UBC Logistics Task Force is by no means a specialist group of experts when it comes to maritime logistics. He thinks its strength lies in the fact that the parent organisation UBC represents a large number of cities around the Baltic Sea and that the task force is participating in many meetings of different expert organisations.

– My vision is that the UBC should work as a uniting forum and highlight the most important issues taken up by the different organisations, which we are participating in. When we have brought up the most important problems, then it is up to the expert groups to deal with them.

According to Mr Ramberg it is also about getting the transport sector's voice

heard. Otherwise there is always a risk that important issues are given too low priority.

We will then approach different expert organisations and ask for their opinion. We have good co-operation with the Baltic Ports Organisation (BPO), Baltic Development Forum (BDF) and Helcom, for example.

The countries around the Baltic Sea have every reason to guard their interests. If they don't, no one else will for them. There is a need for a common view and strategy in important issues. If everyone works towards the same goal, then success will follow, Mr Ramberg says.

Accordingly, Mr Ramberg thinks it is high time to make a standpoint on many important questions. The same questions are discussed from different points of views in so many forums.

A hot topic is the number of ports needed for the main transport networks in the Baltic Sea area, and which ports should be given this status. Will there be strong concentration of cargo flows? Other issues which Mr Ramberg thinks that the UBC Logistics Task Force should deal with in the near future are those related to maritime safety and environment.

Safety is a very current issue for ports, because of the ISPS code, but who should end up paying for all the additional costs, he asks. In the Baltic Sea maritime environmental issues are focusing very much on oil transport, but within the



Photo: Markku Koivumäki

Mr Christian Ramberg, Managing Director of the Port of Turku, is convinced that transport of goods hold a key position in the development of the EU

UBC there are also projects like the New Hansa dealing with other questions such as prevention on ships' emission to the air and waste handling.

Intermodal transport is another important field for further development.

There has been much talk about a number of ports acting as hubs for the cargo flow in the Baltic Sea area, but who should be in charge of the financing, Mr Ramberg asks. The government or the private sector? And to what extent should the governments try to steer the cargo flows?

With many years of experience in transport and logistics, Mr Ramberg knows that the cargo always finds its own route, usually the most rational and less costly route. He thinks it is very important for the Logistics Task Force to understand this and to establish close co-operation with the maritime transport sector.

Without knowing the needs of the logistic and maritime sector it is very hard to succeed in developing the area, he thinks. It is difficult to imagine the Baltic Sea Region without well functioning maritime logistics and I think that this is what it is all about.– Transport definitively forms a cornerstone in our modern society, Mr Ramberg concludes.

by Pär-Henrik Sjöström



Port of Turku - the West Harbour

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## NOVEL, LEAN AND GREEN

**The Port of Aalborg Ltd. has recently acquired a new liner service. This is a telling example of how transport logistics can help the environment and it is a result of joined forces between Icelandic Samskip, Dutch Vos Logistics, Port of Aalborg Ltd. and the receivers in Aalborg, Fibertex.**



Port of Aalborg and the container terminal Samskip

Centered in the port of Terneuzen (The Netherlands) and Aalborg the new set-up is custom-tailored to the Danish company's needs. Based around an intermodal solution which includes a short sea connection linking the two ports, it replaces one involving several road operators.

The product involved is plastic granulate packed in liner-inner bags and carried by road in 40 ft. containers from suppliers in Belgium to Terneuzen, and from there by Samskip vessel to the port of Aalborg.

By doing so the companies will remove a projected 1 million km of heavy truck driving each year from the roads thanks to the shorty-sea leg of the route. A strategy well in keeping with EU policy of promoting short-

sea transport as an alternative to road haulage.

As well as being of benefit to the environment, it is a great advantage for the receiver, They now have a storage of buffer stock in the port of Aalborg, meaning that the consignments to the plant now can be arranged on a call-off basis.

The Port of Aalborg Ltd. has played a supporting role in attracting Samskip as another shipping line into its facility. The venture represents a major development for the port operators, Arctic Container Operation, and it also opens for a new market for Samskip in the form of a new liner service, which could include Sweden, UK and the Baltic.

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## A HUB TODAY AND IN THE FUTURE

**The Port of Aarhus has already established a position for itself as a hub in the Baltic Sea. Ocean-going container ships call at AAR.HUB to load and unload cargos which are transported to or from Aarhus on feeder ships from various countries around the Baltic Sea.**

However, the port is now being extended to make space for even bigger volumes. In 2007 a new container terminal will be ready. Preparing for it will involve almost 300,000 square metres of harbour area being added to the existing terminals.

AAR.HUB has the potential to become the main hub in the Baltic Region. Today, large volumes of cargo are being traded within the Baltic Region, and approx. 80 per cent of the containers being shipped in the Baltic Sea are on route to the overseas destination.

For many of the countries, their relatively new EU membership will result in a market increase in the volume of exports and imports in the coming years.

There is a good basis for developing the harbour. The Port of Aarhus is already

the largest container port in Denmark, handling over half of the total number of containers in Danish ports.

The port is ideally located in relation to the home market - not far from the centres of consumption as well as production in Denmark. Furthermore, nature has provided the port of Aarhus with a range of significant advantages, for example a natural water depth of 14 metres to match the requirements of large, ocean-going container ships.

As goods volumes increase, it is necessary to find faster and more efficient ways of transporting them.

There is significant pressure on the North European motorway network and on the container ports that flank the European continent to the west. To relieve the traffic problems, the EU has declared that sea transport must be promoted so as to reduce the volumes of cargo transported by road.

The most recent development has been



*The port of Aarhus offers post-Panamax facilities to handle today's largest ocean-going vessels. In fact, this has already been going on since 2002 when Maersk Sealand started calling at the APM terminal in Aarhus with their S-class vessels*

the introduction of a motorway toll on goods traffic in Germany.

The port of Aarhus is close to the new markets around the Baltic Sea. Very close. And in using AAR.HUB, one avoids the time-consuming queues in the congested ports.

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## MEETING PLACE FOR RUSSIA AND EU

**Development of Baltijsk port infrastructure on the basis of the III and IV basins of the Russian Baltic Fleet naval base is important for establishing the socially-directed market economy. In the end of 2003 the car ferry terminal and the cargo and passenger ferry line Lübeck-Baltijsk-St.Petersburg were opened for the first time.**

Today the passenger ships regularly call at Baltijsk port from Gdańsk and testing of the river navigation in the Vistula Lagoon from the Polish towns has been started. The rail ferry terminal is also planned to be put into operation in 2005. This should allow for increasing rail freight flow. In addition to that wide opportunities shall open after establishing the direct ferry connection between Kaliningrad Region and Southern Sweden (Karlskrona) which is expected in the near future.

Stable functioning of the ferry complex in Baltijsk is considered as one of the key conditions for development of Kaliningrad region as the "meeting place" for Russia and EU. Realization of this strategic goal is possible only through integration of the transport infrastructure of Kaliningrad region into the European

transport systems and, first of all, into the transport system of the South Baltic Sea area, on the basis of enhanced cross-border cooperation in the sphere of spatial planning and transport development.

The geopolitical position of Kaliningrad Region exposes the special role of the region in being a communication node for East and West. Creation of developed transportation network concentrating passenger and cargo flows by means of rail, road, sea and air transport and corresponding the prospectives of PETN development is one of the key elements of regional economic potential.

Baltijsk plays special role in the development of cross-border cooperation. The National Secretariat of Euroregion "Baltic" is located here. Activities of the Euroregion also focuses on transport communications. Baltijsk became an associated partner in SEBTrans-Link and Baltic Gateway projects aimed at transnational planning of transport infrastructure development in BSR.

Integration of Baltijsk into the international transport system is a



*Today passenger ships regularly call at Baltijsk*

necessary condition for provision of sustainable socio-economic development, which presumes attraction of cargo and passenger flows and investments, business enhancement, solving urgent social issues and prevention of environmental pollution. In the end this should contribute to the well-being of Kaliningrad Region in general, its convergence with neighbouring countries in terms of socio-economic development and improvement of living standards.

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## NORWAY ACTIVE IN THE BALTIC

**West Norway shipping companies see great business opportunities in the Baltic Sea Region.**

The Baltic Region is a main trading area for the Bergen based logistic and shipping companies which offer a frequent service, mainly with its fleet of side door vessels. The resources make it able to handle all volumes with the same care and flexibility. Mainly frozen fish are transported from the coast of Norway, Iceland and Scotland to various destinations in the Baltic Region. The companies' ships are calling at ports that are gateways to a vast and expanding market. There is an increasing demand for fish products and other commodities as the buying power of the population rises in the countries that constitute the market. The terminal facilities in the region and the handling, storing and distribution of cargo are also satisfied. The prospects of increased demand for sea transported

cargo into the Baltic make the region a very interesting trading area for the future.

**The strategic junctions.** The main company, Green Reefers, has three terminals in the Baltic Region: Świnoujście (Poland), Kaliningrad (Russia) and Klaipėda (Lithuania). They form a strategic junction that enable to offer extended services. The company acquires the knowledge and the capability to offer tailor-made logistic solutions to other destinations, mainly required by exporters from Norway and other Northern Areas.

**Door-to-Door logistics.** The companies offer door-to-door logistic solutions in this region. The local knowledge and extended resources give you the flexibility to handle all logistic requirements.

Baltic Line is another shipping company providing sea transport between the west coast of Norway and the Baltic. The end



stop in Norway is Bergen, and the ships are calling at Świnoujście, Klaipėda, Riga and Tallinn. The company has noticed a growing demand for its services, and is very optimistic about the development of sea transport and trading in the Baltic Sea Region.

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# SEBTRANS-LINK PROJECT - IN GDYNIA AND VÄXJÖ



## GDYNIA

**A new Ferry Terminal in the Port of Gdynia as a chance to improve the way passenger and cargo traffic of the Transport Corridor North-South is handled.**

Since the beginning of this year the Municipality of Gdynia has been the leading partner in the SEBTrans-Link project – “Modern Ferry Terminal in the Eastern Port of Gdynia as an important link in the Transport Corridor North-South”. The project is being developed within the Baltic Sea Region Cross-border Cooperation Programme 2002/ Phare, and is complementary to the SEBTrans-Link project carried out by the municipalities of South-Eastern Sweden within the INTERREG programme.

The real significance of the project should be considered in the context of Pomeranian Voivodship’s chances for the development of commercial exchange, tourist traffic and economic cooperation in the Baltic Sea Region, which appear in connection

with the planned construction of A-1 motorway in our country. Being an integral part of the so called VI Pan-European Transport Corridor North-South, this investment will contribute to providing a firm basis for the development of cross-border cooperation in the Region. The Swedish and Polish partners in the project will consider whether to assume a common name for this priority transport axis: Baltic Link. The port

of Gdynia, where in the future there will be constructed a new ferry terminal designed to handle a growing flow of passengers and cargo, is an important link in the Corridor. The objective of the project will be to prepare a feasibility study of this investment as well as a transport system to serve the terminal.

However the project is not only of commercial importance. The new ferry terminal is of major importance to the city of Gdynia as it is planned to be located in the immediate vicinity of the City Centre and near the historical building of the Maritime Station. This location creates an opportunity for revitalization of areas and piers situated in the vicinity of the terminal. The terminal will be designed in compliance with global trends in ferry traffic including pro-ecological railway transport which begins to play a still more important role in the structure of European traffic.

Once the transport system has been improved, there will be created favourable conditions for tourist and passenger movement from the Terminal to the City Centre.



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## VÄXJÖ

**The demand of future transport solutions and connecting links between the countries in the area of the South East Baltic Sea can not be neglected. Therefore, all the partners within the project SEBTrans-Link stands unified behind the appeal of a common, upgraded transport link from North to South of Europe called Baltic-Link.**

After 1 May 2004 the population around the Baltic Sea that constitutes the common market in this area, consists of some 48 million people. This expanded new market will mean an increased trade, which will generate an increase in the demand for various transport solutions to take advantage of this new situation the development of infrastructure and

communication systems are crucial, both in a short and in a long-term perspective.

So far, the results within the project SEBTrans-Link shows that with a minor infrastructure measure package to a relative low investment cost it is possible to realise a fine functional transport system in southern Sweden with good transnational links to the bigger European TEN-systems and to the neighbouring countries around the Baltic Sea. The biggest effects are reached with measures on the railway, both regarding labour market expanding and goods transportation.

According to this, we would like:

- to achieve fulfilling of EU’s White Paper on Transport Policy – time to decide. A priority of the European transport policy is to develop alternatives to road transports and to relieve the

transport load in congested parts of the system.

- to combine the different TEN systems in the area of the Baltic Sea where we today have missing links.

- to combine, in a much better way, the new member states within EU with the old ones and in a much better way take advantage of the increasing common market.

- to enlarge the existing labour markets in the region and by that facilitate the fulfillment of a common market in the Baltic Sea area and the whole of EU.

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## CĒSIS CITY'S BELTWAY

**In the beginning of June 2004 the City Council started a project concerning transportation solutions in the city. The regional authorities were also engaged in the project due to the fact that Cēsis is a centre of region which is regularly visited by a great number of tourists, for this reason increasing traffic flow and road pressure in this city. The project gained a financial support from the programme PHARE 2002.**

The project's aims are:

- to clear transport flow in Cēsis city, increase of traffic safety, reduce transport caused nature pollution, decrease city central streets exploitation costs.
- to reduce transport negative influence on Cēsis's historical centre (Latvian City building monument).
- to promote the economic development of Cēsis and to build a street through vacant territories of the city.

Specific aim of this project is to prepare an investment project: „Cēsis

city beltway & third bow building, reconstruction analysis and designing” and implementation from European Regional Development Fund. Main activities within the framework are purchasing procedure organization, economically technical motivation and technical project output.

Technically economical motivation output aim is to fortify predictable transport evaluation investments needs and effectiveness, evaluate technical, environment and economic aspects. Specific accent (technically economic motivation output) must be laid on city transport beltway and third bow meaning in city total transport flow. Representatives of Cēsis city and region municipalities will supervise implementation procedure.

Technically economic motivation was finished on January 2005. As a result of project enforcement there will be performed a particular designing of Cēsis city transport beltway and third bow economically technical research,



*Bird's eye view of Cēsis*

that will include analysis of situation, problems, possible solutions and its institutional, technical, finance and economic aspects.

The winning project will not provide money for planned construction works. All activities and work that have been planned in project should be completed by 15th August 2005.

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## CLOSER TO THE EAST THROUGH 'BERLINKA'

**The road Elbląg-Kaliningrad also known as 'Berlinka', is currently under intensive reconstruction. After the reconstruction is finished – which is believed to be in the beginning of 2006 – the road is going to be the shortest route from western Europe to north-western parts of Russia and Baltic States.**

It will be 150 km shorter than the existing road through Bezledy border crossing. It will also lessen traffic on the road which leads to the border crossing at Gronowo. This 100-km motorway was built in 1938 and was supposed to

be the first section of the 'passageway' to connect the capital Berlin with the then Eastern Prussia. The road underwent severe destruction during WW2.

The idea to rebuild the road first appeared during the visit of Swedish ambassador in Elbląg. The idea was taken up by the Mayor of Elbląg as the road becomes a great opportunity for Elbląg to attract investors who want to cooperate with the East.

The effect of this activity is the reconstructed bridges which were ready in the fall of 2003. Another effect is the Polish-Russian agreement of June 27, 2004 providing for the reconstruction of the Elbląg-Kaliningrad road together with the construction of the new border crossing Grzechotki-Mamonowo II. The whole complex is going to be ready by the end of March 2006.

Simultaneously, Elbląg authorities have been carrying out the construction of a two-level road junction with 3 flyovers joining Elbląg exit roads with Warsaw-Gdańsk state road no.7 and Elbląg-Kaliningrad road 'Berlinka'. The project has been being executed irrespective of

the reconstruction of 'Berlinka' which is scheduled to be ready at the beginning of 2006.

It is now however that Elbląg authorities are observing the growing interest in the possibility of investing in the area along the road. Every week potential investors from Poland and abroad express their attention to the new opportunities. They announce the construction of logistic, shipping and warehousing centres, hotels and restaurants but also production plants. Many of them were attracted by the new bridge over the Elbląg river. Not only does the bridge shorten the distance between state road no. 7 and Kaliningrad but also proves Elbląg to be effective in its ambition to become Polish and European gate to Kaliningrad District and north-western Russia.

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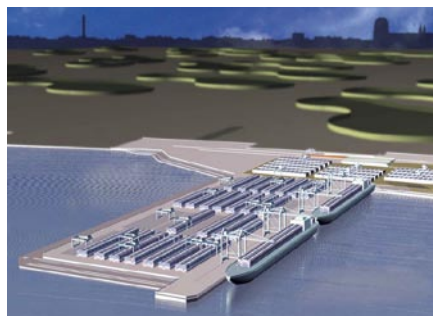
*Renovated bridge on 'Berlinka' road*



## A NEW DEEPSEA CONTAINER PORT IN THE BALTIC

**The DCT container terminal has been designed and built against the background of practical proven handling techniques, which are aimed at providing total satisfaction to our customers including speed of operations, good road and rail communications, reliability, safety, convenience of location and of course a competitive pricing structure.**

In marketing terms we will be actively promoting the Baltic as a real opportunity to make a difference to the regional logistic chain. We aim at expanding the market for shipping in the Baltic and actively supporting EU short sea shipping



*DCT terminal 2x300 m berths, 15 m depth and a ro-ro terminal, 4 rail sidings, computer controlled gate access for vehicles and a new A1 just off site*

initiatives as the way forward to promote “motorways” across the Baltic and into Europe and offering a hub facility that is ice free throughout the year.

Our mission statement is to make DCT Gdańsk the most efficient deepsea container hub in the Baltic.

We make no excuses for making such a bold statement because we know, through market research and customer feedback that this is the role for the DCT Deepsea container terminal.

We are merely addressing the needs of the customers in the twenty first century. The feedback that we have received is that an additional deepsea port is required for Eastern Europe.

This huge market is the one that we intend to serve and provide the missing link in the logistic chain. Ten years ago this project would have been considered premature. Today there is so much pent up demand that it will not be long before we have to start planning for Phase II extension. We have designed the terminal to be “future proof” and be capable of servicing any vessel that can sail into the Baltic. We hope that the “deepsea” vessels will eventually include Gdańsk in their “schedule” as a way of servicing the demand for deepsea freight directly and

as a way of avoiding congestion in some of the traditional European Ports. Logistic operators that service manufacturing companies have been forced to either use feeder services or go direct to a deepsea port outside Poland.

We are now planning to increase the critical mass of the new DCT facility by adding a logistic park “HUB@Gdansk”. This development will cover 135 hectares and will provide the essential backup for a modern port facility. Internationally it is now recognised that to have a successful port a multi modal logistic park is essential. The “HUB@Gdansk” will have dedicated rail facilities and direct access to the A1 motorway and of course it is located next door to our modern container facility. Substantial warehousing and logistic enquiries have already been received.

I wish to assure our existing and future customers that the development timetable and delivery of the DCT terminal will be closely monitored. We will be open for business in the summer of 2006.

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## HARBOUR CITY WITHOUT A PORT

**As a capital of Hiiumaa, the biggest Estonian county, and the most secure Estonian city during the last years and in addition being located on an island in the Baltic, the city of Kärldla does not have own cargo or passenger harbour.**

The quickest way to go from Tallinn to Kärldla is by plane, which takes only 40 minutes. The most important and frequently used connection to Hiiumaa is the ferry line. Unfortunately the ferry does not come directly to Kärldla. At the same time the location of Kärldla makes it a best place for a harbour, where tourists can have best access to different services. Hiiumaa is more known and the amount of tourists increases every year, also including sea tourists. Kärldla City authorities would like to restore the harbour and make it to fulfil all requirements for guest.

Restoration of the harbour needs some preparation work where many researches and projects are necessary. It is necessary to have an overview of the depths of harbour aquatic area, about water consistency and land consistency in harbour territory, market needs and offers and overview of the project profitability, environmental influences and possible preventing factors by the renovation. Also one needs to know the amount of necessary works for dredging the aquatic area. Preparation on safe traffic in harbour aquatic area and preliminary and building projects for water building works should be done. After finishing those actions is it possible to start the renovation of Kärldla harbour.

Renovation of harbour helps to ensure faster social and regionally balanced economic development and to use area’s strategically good position from the viewpoint of tourism development.



*The previous yacht harbour was destroyed during the WW2, in 1944*

Kärldla City government is interested in participating in other similar projects, which include maritime safety, harbour networks etc. and in establishing cooperation with other cities in order to prepare a common project and to build up network in those areas.

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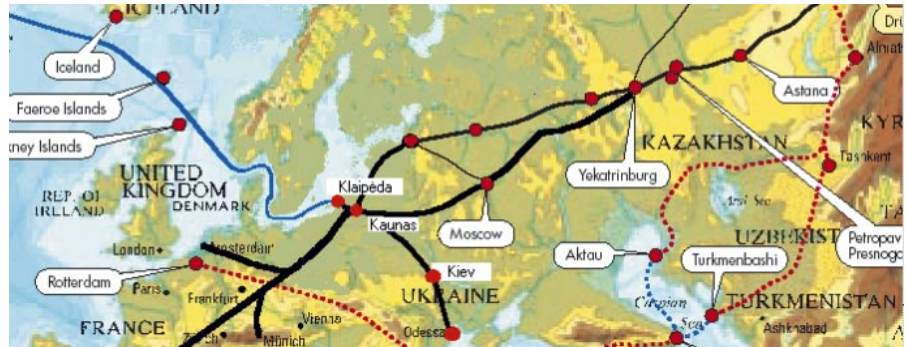
## INTERMODAL TERMINAL

**Kaunas intermodal terminal of four modes, the railway node, the air port, the river port, the sea port of Klaipėda (about 200 km away), Via Baltica, cross-section of two trans-European transport corridors, future Rail Baltica, industrial areas of Kaunas with infrastructure create a transport-industry-logistics cluster of huge potential, the activities of which will influence the rapid development of Kaunas City and the whole country.**

Developing the multi-modal terminal (logistic centres) in Lithuania and its inclusion into the network of existing European logistics centers is of a very high importance. Therefore Kaunas is planning to create an Intermodal terminal-cluster seeking to effectively use the advantage of the region.

The city has a unique possibility to build the European gauge railway using the existing railway station, industrial districts, cross-section of two trans-

European transport corridors, Kaunas air port, river port of Nemunas, and having united all that - to become the intermodal terminal of European significance - "the land port" uniting the economic areas of the East and the West.



The development of the intermodal transport will allow to re-allot the transport services and to avoid uneven development of certain separate transport means. It will also allow to better use the existing infrastructure and to put some efforts into its modernization. In 2003 a

European railway project "Rail Baltica" was finally adopted. The project concerns the railway route: Warsaw - Kaunas - Riga - Tallinn and it should be completed by 2016. The activities of Kaunas Intermodal Terminal (KIT) will include not just logistics, loading/unloading or storing, but it also includes the shuttle railway

formation in the directions of West-East and South-North.

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## FROM BALTIC TO LAPLAND AND MURMANSK

**Cargoes heading to Northern Scandinavia and Russia receive a warm welcome in Lapland's Port of Kemi. The full-service Ajos harbour is the most northern sea port in the EU with year-round shipping lines to major European ports and short, non-congested connections to Sweden, Norway and Russia.**

The Port of Kemi is located right in the middle of considerable cargo flows thanks to pulp and paper industrial plants. Nearly 700 vessels call at Kemi each year, the Port is rapidly growing and a huge investment programme is to be completed by 2006. The name of the Port of Kemi will be Lapland's deep-water harbour Ajos, reflecting the great importance of the Port for the whole northern region.

The harbour Kemi is the closest to the Barents Region, which means lower rates and shorter transit kilometers and time. The intermodal shift will be improved and cargo handling will be more efficient after completion of Ajos development. The base for transit transportation opportunities rest on existing regular shipping connections. The Port of Kemi

has scheduled weekly sea connections with southern Baltic ports as well as with some in Northern America. Vessels sailing northbound have lots of empty capacity to be filled with transit cargo. As all the necessary cargo handling services and trucking fleet are available in Port area, services can be organised by eg. Bothnia Logistic Centre Ltd in Ajos.

Via the Barents Transport Corridor (BTC) cargo owners and forwarders can reach an exceptionally attractive area with huge future plans. The Kola Peninsula is a home for almost 2 million Russians and is heavily industrialised. The region needs a lot of consumer goods as well as machinery for existing and planned industrial plants in the field of mineral, mining, oil and gas, metals, fertilizers, fishing etc. Within five years fast progress in the Barents area is foreseen and hopefully BTC will develop into one of the major transport corridor in the North.

The Port of Kemi participates in many development activities. One EU part-financed project is InLoC, which will organise an international mid-term conference in Kemi from 20<sup>th</sup> to 22<sup>nd</sup> of



June 2005. All countries surrounding the Baltic Sea will be represented and UBC Logistics Task Force will have a meeting as well.

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## PORT HARD TO RESIST

**Cargo flows, similarly to water where the stream is simple and accessible.**

**And Lithuania can offer the route, facilitating transshipments of cargo flows. The above mentioned route goes via the special ice-free port, namely via the port of Klaipėda.**

The port already for the second year in succession exceeds the 20 million tonnes limit. The port already for the third year in succession has a possibility to accept the "Panamax" type vessels. For the fourth year that port is the largest among the Eastern Baltic States ports concerning the growth of container through out volume.

Cargo handling breakdown statistics says that the port may be classified as a universal port and it underlines unique features of the port of Klaipėda – its versatility and ability to adapt to new types of cargo.

Lithuania, geographically at the heart of Europe, may enjoy full rights to be termed as the transport bridge between the West and the East. And owing to the fact that on the eastern Baltic Sea coast Klaipėda is a port which is very close to the ports of Western Europe, South Scandinavia as well as to the entrance into the Baltic Sea, presently already 19 shipping lines connect the port with the European and Scandinavian ports. In general, the port's network of overseas transportations includes the ports from 65 countries.

At the same time, the routes from Klaipėda Port to main Russian, Belorussian, Ukrainian and Asian countries' trade and production centers are ones of the shortest and the port of Klaipėda is an innovator in launching of container/contrailer shuttle trains. From February 2003 the train „Viking“ already connects markets of European/Scandinavian and Black Sea region countries via the ports



of Klaipėda and Odessa/Ilyichevsk. Similar projects related to Russia and Asian countries are being considered.

Clients of the port confirm that the port is modern and modernized. The port has become more famous: cruise shipping increased by 71 % in 2004, confirming that it is the port hard to resist.

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## KOSZALIN – ON THE HANSEATIC TRAIL

**The freedom of flow of people, goods and services as well as of the capital are among fundamental principles of the European Union. These were extended, following the last extension of EU accomplished in May 2004, onto a significant part of the south and east Baltic Sea coast. Therefore, a good opportunity for development of the whole Baltic Sea Region, which can be compared only with the period of Hansa days, has appeared and the region has been counted among the fastest developing regions in Europe.**

According to the European Commission forecast until 2015 a 75% cargo transport

and 60% people transport increase will occur in this part of the continent. Such dynamic development of transport should be accompanied by development of technical infrastructure i.e. roads and waterways, airports, railway lines and seaports. This pertains particularly to the poorly developed, in that respect, area of the Polish Baltic coast. As of 1996 many people talk more and more frequently about creation of a trans-European transport corridor called Via Hanseatica. The assumptions are that Polish National Route No 6 would be its backbone; once it is linked with A20 German motorway Lübeck-Rostock, it will create the lacking south part of the Baltic Sea bypass. The corridor will be supplemented by

railway lines, seaports and airports located along the whole route. According to the German forecast approx. 20000 vehicles per day should move along that corridor on weekdays. The expectations are that the traffic rate would increase by 50% on

free days. Approximately 40% of the vehicles will bypass Szczecin and move further east to Gdańsk and Mazury and also, towards Kaliningrad, thus making a link with the Baltic States transport corridor that has been linking Vilnius with St. Petersburg. Via Hanseatica should contribute to the integration of the south, east and north coast of the Baltic Sea. Its appearance will allow for linking the seaports and will facilitate cooperation having provided convenient access from the landside.

National Route No 11 from Kołobrzeg to Poznań, and further on to Katowice, runs across Koszalin thus linking the Polish Baltic coast with central Poland and the rest of the country. If you consider the crossing roads, railway lines, both seaports and the airport you will see clearly that Koszalin will make an important road and rail hub on the trans-European transport corridor Via Hanseatica.

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Koszalin airport in Zegrze Pomorskie



## KOTKA IS OPENING UP TO THE BALTIC SEA

**In recent years, Port of Kotka Ltd has made considerable investments in the growth in unit traffic and also created new opportunities for various partners. Logistics centres have been created at the Mussalo and Hietanen Harbours in Kotka. Both of these centres are being offered for the Motorways of the Sea project**



*Central Harbour where the new museum centre will be established*

**through the so-called NEMoS project in co-operation with the ports of Hamina and Lübeck and certain other European ports.**

This will strengthen further the logistics connections in the area of the Baltic Sea and contribute to environmentally benign sea carriage. In line with the increased efficiency of the existing logistics centres in South-Eastern Finland, the NEMoS project will carry regional significance. The project will also have a crucial impact on Russian transit traffic carried through Finland.

The Port of Kotka is launching passenger traffic to Russia and Estonia. Passenger traffic with the related services will render the City of Kotka even more international than before. A museum centre will be established at the Central Harbour in Kotka, including the national Maritime Museum of Finland,

where the local history of the Baltic Sea will be presented extensively. The natural environment of the Baltic Sea is already on display at Maretarium at Sapokka in Kotka. The market place of Kotka is also being renovated close to the Central Harbour, and a new shopping centre will be built in the same area. Moreover, the Theatre of Kotka has been renovated recently. In this way, even more high-quality services will soon be available within a walking distance from the Central Harbour.

The Baltic Sea will open a new dimension for those leaving Kotka and those arriving here by boat. Welcome to Kotka!

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## LIEPĀJA - A GROWING CENTRE OF LOGISTICS

**Looking on the map you can see that there is no closer point to the Baltic West coast than Liepāja in the three Baltic States and therefore its geographical position ensures that today Liepāja Port is among the leading ports in this region and it has all the necessary attributes to become a dynamic and rapidly growing centre of logistics, trade and industry.**

In fact, this is happening already due to the growth of industrial capacity. Besides already existing infrastructure and successfully working companies Liepāja Port continues developing. The Port is linked not only to the Latvian national transport network by roads and railways, which ensures predictable domestic logistics, but also with any location in the three Baltic States or anywhere further eastwards and westwards. During the short period of time two big bulk cargo terminals has been established ensuring the highest service of such types of cargoes. Several companies has started their operation in port territory. Comparing with previous years turnover has raised. Also the future plans for Liepāja Port are promising – by the support of Cohesion and other European Union Structural

Funds there are plans to invest money in establishing access road to the port, with both road and railway lines, reconstruct the historical bridge across the Karosta (Naval port) canal. Liepāja Port authorities think also about environmental issues to make the port and its territory safe and clean. Thus there is a plan to clear out the Karosta canal and its waters.

Reliable and predictable links between the land and the sea makes Liepāja port to develop even faster and with its development also the city gains a lot of profit.

**Liepāja International Airport – the first domestic airport in Latvia**

Another element in international transport logistics is Liepāja International Airport, which is located 7 kilometres from the city centre. Already today Liepāja airport serves several charter flights, but this is just the beginning, because optimal transport network, proximity of the port, free industrial areas, highly qualified labour force are promising tools for Liepāja Airport and the Liepāja city itself to become a partner in the trade and logistics not only among



the Baltic States but also in the eastern and western Europe

As one of the most important and significant development factors should be mentioned the regular domestic flights between Liepāja and Riga International airport, which is going to start at the end of May, 2005. It is planned that the flight from Liepāja to Riga will be offered four times a week. Regular domestic flights would ensure not only the development of the city itself, but also it will increase the region's tourism and business potential.

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# LOGISTIC HUB IN THE BALTIC SEA REGION

**The City of Lübeck, a well-known European ferry port which is supported by a network of motorways and railway connections, offers modern intermodal facilities. A potential of 100ha of industrial area gives places for investments in the main city of a region.**

Situated in the neighbourhood of Hamburg, Lübeck is expanding its airport to support more passengers and general cargo. The Skandinavienkai, the biggest port in Lübeck, is also developing to house more berths and buildings. Moreover, port related business are welcome to settle directly in the new industrial zone.

The connections from Lübeck to the hinterland are first rate. The major intersection of two German motorways provide fast and efficient transport to the south, east and west of Germany and continental Europe. Electrification of the railway to Hamburg will intensify the cooperation with the ports of Hamburg and increase the number of direct railway connections for passenger. Even now

specialised cargo trains run from Lübeck to southern Germany, Italy, Czech Republic and other destinations.

The City is a member of the board of Lübeck's freight village cooperation and works closely with cargo and harbour operators, shipping companies, ship owners and producers. In addition to that, in cooperation of two cities promotion of the metropolitan area of Hamburg will lead to benefits for both cities. Further enlargement of Lübeck's ports and providing of new requirements will aid in sustaining and evolving of Lübeck's position.

Now Lübeck is coping with the new generation of ships for transporting the usual roll on/ roll off traffic in combination with container cargo. For these ships, named ConRo, a new harbour will be planned and built in the next years.

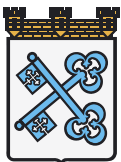
The new „Motorways of the Sea“ programme of the EU is another important topic for the City of Lübeck. Its Baltic Sea part is of major interest for the city. Attending the UBC Logistics Task Force in Brussels November last year the city gained valuable insight into this



*Increasing passenger traffic at Lübeck's airport*

programme. On 26 May the consecutive session will be held in Turku, Finland. Intensifying passenger and cargo traffic by ship between the Baltic Sea Region, Germany and continental Europe forms a sustainable approach to solve problems concerning road congestions, air and water pollution and helps conserving nature. The city will try to be a part of this movement.

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## MAKING ENDS MEET IN THE NORTH

**In order to take full advantage of the industry and natural resources in the most northern part of the Baltic Sea Region two corridors should be developed. One is the Barents corridor from Northern Norway and North Western Russia. The other is the Bothnian corridor along the Swedish and Finnish coast from the very north of the Bothnian Gulf, including road, rail and sea.**

The Baltic Sea Region has great potential for development. Unfortunately there are still missing links (often east-west bound) that hamper development. Some of these missing links are to be found in the most northern part of the Baltic Sea Region.

The northern part of the Baltic Sea Region is of great potential interest for the whole Baltic Sea Region and the EU for several reasons. One of the reasons is that there is a concentration of very competitive industry (eg. steel industry

and wood and paper industry) along the coast in the most northern part of the Bothnian Gulf. Another reason is the great natural resources in the Barents Region. For both the industries and the transport of natural resources good railways are of utmost importance. Still the railway



*The Bothnian Corridor connecting the Barents Euro Arctic transport area and the Nordic Triangle*

connections between northern Sweden and northern Finland have not enough capacity. Furthermore, there are no concrete plans for significant improving the infrastructure for transports between the European Union, North Western Russia and Northern Norway.

There are several reasons for these shortcomings. One reason is lack of knowledge of the importance of the industry and the natural resources in the most northern part of the Baltic Sea Region. Another reason is the fact that planning of infrastructure to a great extent is done from a purely domestic point of view. In a Baltic Sea Region where national borders mean less and less national government's lack of international perspective on transports is unfortunate.

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## STRONG LINK IN THE EU-RUSSIA TRANSIT

**Narva is an important transit point between Russia, Estonia and other EU countries. Transportation of oil products, coal, wood, and mineral fertilizers goes by rail. Another significant highway Tallinn-St.Petersburg (E-20) also passes through Narva.**

Estonian city Narva is located on the bank of the Narva River and on the border with Russia. The EU's Cohesion Fund has assigned to Estonia a grant to identify best solutions for organizing cross-border traffic over the Narva River.

According to a specialist of the Cohesion Fund of the Estonian Ministry of Finances, research for construction of a new bridge could last a little more than a year: "Research is complicated by the fact that much depends on Russia". According to the general director of the Estonian Department of Highways, five years ago the cost of construction of a new bridge would have made up 20 to 25 million EURO. This sum comprised the cost of construction of the bridge, as well as of terminals and access roads on the Estonian side.

A must for the new bridge arose because the old bridge, which connects Narva with the neighbouring Russian town of Ivangorod, has been continually experiencing increased loads due to hectic transit traffic after Estonia's access to the EU. The Highway Border Station informs that the number of trucks, which have crossed the Station during last 2 years, have doubled and keep growing. During the first 3 months of 2005 the growth made up almost 45% as compared with the previous year.

"For many centuries Narva has remained a key link in the transit chain West-East. This situation have been evolving historically and geographically. This route has always been the shortest one between Tallinn and St.Petersburg, and therefore, it is most advantageous, economically speaking. Looking for some different transportation ways or constructing the new ones would be far more expensive. Besides, the new bridge is needed here not only to develop Estonian-Russian commodity circulation, but also to develop the entire transit between West and East" – says Viktoria Soosaar, Vice Mayor of Narva.



*The border bridge between Narva and Ivangorod: connecting West and East*

The city of Narva is remarkable not only due to its advantageous geographical location. It is a beautiful city with rich history and vast development potential in the fields of tourism and entrepreneurship.

*by Anton Vylitok and Sergei Muiznieks*

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## ODER RIVER CORRIDOR

**Berlin - Szczecin Corridor or "The Oder River Corridor" has enormous strategic meaning for the economic development of the whole South Baltic Arc Region.**

The XV Committee of the Polish-German Committee on Regional and Cross-border Cooperation recognized the economic development and regional infrastructure as a common priority. We read in the official communiqué „Both sides have agreed to exchange experiences and update themselves on the infrastructure planning, private investment and innovation support, in particular". This is also related to further modernization and extension of border rail, road, air and water links, as well as new border crossing points. This cross border cooperation is of course supported through projects co-financed by the INTERREG IIIB.

For example INTERREG IIIB „Baltic+ Project focuses on improvement of the

infrastructure accessibility. Szczecin is a major partner in the project, particularly interested in development of the communication in the axes: Berlin/ Brandenburg, ports in Mecklemburg VorPommern, Szczecin-Scania, with the whole BSR and St. Petersburg remaining important elements of the whole system.

From Szczecin's experiences it seems worth stressing that there is a need for concrete and close cross border cooperation to contribute to the BSR development. Also, creating regional alliances may be a relevant tool in such a process. Modernisation of railways and adjusting them to the European standards of fast connections, upgrading the Oder and Hohensaaten - Friedrichsthal waterways, expanding the network of roads on the Polish side of the border and new ferry connection between Scania and Mukran/Sassnitz or Świnoujście remain among the most urgent projects to be developed.

The Oder Region urgently needs attention in such fields as infrastructure, public transport, ports' infrastructure upgrade, environment, culture, innovations and tourism. Having said that, new chances appear as a result of close linkages between a prosperous Öresund/South Sweden with Berlin/ Brandenburg and common economic region of the Oder Region.

There is also a need to make „this region" well connected with the CEE countries, especially as they experience dynamic development processes and have increasing transportation needs. Such an approach will contribute to making this region more competitive in the European context, and possibly in the future equipped with a more intensive grid of infrastructure.

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## THE ANCHOR NEAR VIA BALTICA

**Seeking efficient integration with the enlarged EU transport market and promoting the Lithuanian transport sector competitiveness, we have to meet the present challenges of transportation process. In the process of integration with the EU's economy, one of the first priorities of Lithuanian transport sector is creation of a network of new generation logistics centres (LC) - often called as overland ports.**

The city of Panevėžys has favourable potential for strategic logistics node in the North Eastern Lithuania and aims at evolving as an important logistic centre in the region at large. In 2003 the Panevėžys City Council approved the city development strategy where development of logistics centre project is prioritized. Panevėžys Logistics Centre will be situated in the NW of the city, with the territory of 50 ha. It is halfway between two Baltic capitals Vilnius and Riga where motorways Vilnius-Riga and Kaunas-Panevėžys-Riga meet. The railway line that runs through Panevėžys leads to the Pan-European rail transport corridor and to the Moscow area. The VIA BALTICA connects Panevėžys

with Scandinavia and Western Europe. The distance between the future Panevėžys Logistics Centre and the port of Klaipėda is ca. 225 km. The Vilnius and Riga airports are about 120 km from Panevėžys. Potential access to RAIL BALTICA (2014) is considered too.

The feasibility study for Panevėžys Logistics Centre was carried out in the spring 2005.

Accordingly, the development of a modern logistics centre (freight village) must be based on the open intermodal transport centre's concept. The open intermodal centre may be defined as a physical and organizational structure where a large number of – often small or medium sized transport enterprises – may be located with access to facilities supporting intermodal transport and where enterprises may rent facilities and pay according to the usage. The LC infrastructure is going to be developed with the support from the EU's Structural Funds in 2006-2007. The building potential for warehouses is up to 200 000 sq. m.

The concept of Panevėžys logistics centre was elaborated in line with the



*Panevėžys Logistics centre*

best EU practices and future demands of the region. The establishment of LC infrastructure would consolidate the interests of business community building the solid base for the new generation business service centres. Integration of road and railway transport modes creates new opportunities to develop mobility of freight, to efficiently use the transport means and to improve the quality of transportation services.

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## EU'S NE CARGO LINK

**Background and vision.** Economic life in the Mid-Nordic Region is depended upon well-functioning transport. The export industry needs cost-effective transport to important international markets in the EU and to the growing markets around the southern and eastern Baltic. Effective goods transport networks must be better co-ordinated at transnational level with supplementary regional links and nodes. The NE Cargo Link (NECL) project has been running since 1996 with the aim of developing and marketing a Mid-Nordic Region east-west goods transport link to the international markets. This will alleviate intense pressure on goods transport routes in northern and central Europe. Business interests started the project, but the co-operation between regional and local authorities has gradually increased.

### **Project work to date and agreement on future work**

An extensive network has been created among industries, transporters and authorities covering the whole of the Mid-Nordic Region with contacts in western Russia and the UK. Extensive lobbying and discussions concerning the project have also taken place with relevant ministers and transport departments in the countries concerned. The project includes a pre-study of a potential Internet portal that simply and effectively provides access to booking and ordering departments for transport services in the corridor - "Business to Business". In the autumn of 2002, a partnership was formed with the aim of applying for funding from the EU INTERREG IIIB programme. In June 2003 the project was allocated approximately SEK 14 million from the EU's Regional Development Fund. In

addition to this, the 35 project partners have raised another SEK 8 million. The Västernorrland County Administrative Board is the Lead Partner in the project.

### **Four areas of operation**

1. Devise an overall strategy for creating an inter modal transport network in the Mid Nordic Region
2. Survey and identifying weaknesses in the current goods transport system
3. Implementing strategies for investing in a Mid-Nordic transport corridor
4. Develop business connections between parties in participating countries as well as Russia and the UK.

Further information:

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## II. UBC TODAY

### VIII GENERAL CONFERENCE TURKU, SEPTEMBER 29 - OCTOBER 2, 2005

**We are very proud that UBC has chosen Turku as the venue of the Conference, states Mr Armas Lahoniitty, the Mayor of Turku and 1<sup>st</sup> Vice President of UBC. Turku will do its very best to ensure that the meetings as well as technical arrangements will satisfy our colleagues from the Baltic sister cities, he promises.**

The main theme of this year's General Conference (29.9.-2.10.05) will be „Towards a New Baltic Sea Agenda”, as confirmed by the UBC Executive Board meeting in Luleå.

On the Thursday evening, key note speakers will address the participants about how they see the present and future development of our region from political, cultural and business perspectives. Among invited speakers is Mr Matti Vanhanen, Prime Minister of Finland.



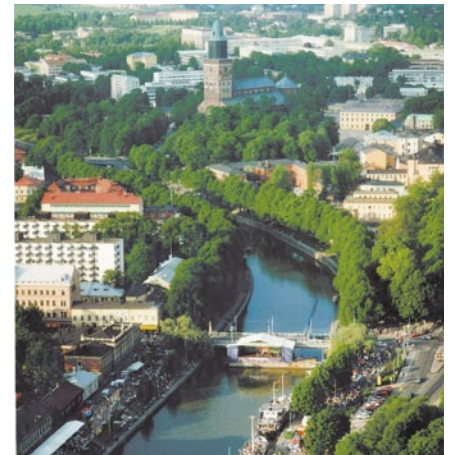
The evening continues with a lively get-together dinner.

On Friday, 30 September, participants are invited to discuss challenging issues, such as the EU Budget Framework and its Implications for the Baltic Sea Region, Cities and Good Governance, Cities and Competitiveness, Good Neighbourhood Policies as well as Logistics issues.

The Mediterranean cooperation has often been seen as an example for the Baltic Sea Region. Therefore, a representative from the Mediterranean Region has been invited to discuss how our Southern partners see us. “This could be a very interesting discussion”, says Mayor Lahoniitty. “Maybe we can learn more from each other”.

On the Friday afternoon, parallel working groups will continue to debate the themes of the morning plenary session. The day ends with a festive dinner in the historical castle of Turku.

On the Saturday, 1 October, the UBC will discuss its General Assembly issues. After a long working day, the historical Voluntary Fire Brigade house will welcome participants to a lively dinner. The participants will also be able to participate in optional thematic excursions.



We hope that the Turku Conference will be an important milestone for the UBC's development. Our region needs strong structures to tap all the development potential it possesses. For this, we need a stronger UBC, emphasizes Mayor Lahoniitty, who will end his long municipal career after the UBC conference. He will retire at the end of 2005.

*by Mikko Lohikoski  
Director of Communication and  
External Affairs, City of Turku*

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

## BALTIC CITIES ENVIRONMENTAL AWARD 2005

**The UBC has the honour of inviting its member cities to The Baltic Cities Environmental Award 2005, on the occasion of the VIII UBC General Conference, "Towards a New Baltic Sea Agenda" in Turku 29 September – 1 October 2005.**

The theme of the Baltic Environmental Award 2005 will be "Sustainable Transport and Mobility". The theme envisages one of the greatest challenges faced by the Baltic Sea Region cities.

The intention with the Award, that is arranged every second year, is to

encourage the cities in the Baltic Sea Region to develop their administration and services in an innovative way for the good of the whole municipality and its citizens.

The Award Jury will select the winner of the Award 2005. The winning city will be presented with an honorary award (the diploma and the grant of 5000 Euro) during the festive ceremony at the Turku Castle during the General Conference. The grant is kindly donated by the Danish company, Per Aarsleff A/S.

The guidelines for the award are available in the Award leaflet and can be downloaded together with the Award form (optional) at the UBC's website. The application should arrive the latest on 15 August to the UBC Commission on Environment Secretariat.

Further information:  
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## 42<sup>ND</sup> EXECUTIVE BOARD MEETING IN LULEÅ

The 42<sup>nd</sup> meeting of the UBC Executive Board was held on 5 March 2005 in the City of Luleå, Sweden, upon the invitation of Mr Karl Petersen, Mayor of Luleå.

The City of Turku informed about the status of preparations and the programme of the VIII UBC General Conference to be held in Turku on 29 September – 2 October 2005. The General Conference will deal with the following issues: logistic corridors, EU budget and its implications for the Baltic Sea Region, good governance, competitiveness, good neighbourhood policies, human contacts in the BSR, etc. During the GC the following events would also take place: meeting of the Committee of Senior Officials of the CBSS, coordination meeting of the Baltic Sea organisations, seminar of the Baltic Region Healthy Cities Association. The last day of the General Conference would be devoted to the internal UBC matters such as reports, elections, finances, etc.

The Chairman of the UBC Logistics Task Force, reported about the activities of the Task Force and outlined the present situation of the logistic corridors in the BSR. The task force was created by the Board in May 2004. Its tasks include the preparation of the next UBC General Conference in Turku, where transport and logistics issues will be one of the key items. The Task Force emphasizes that modern port and land transportation infrastructure coordinated with maritime transport is crucial for the development of the BSR. The next meeting of the Task Force is scheduled for 26-27 May 2005 in Turku.

On the UBC's initiative, the major Baltic Sea organisations namely: B7, BSSSC, CPMR-BSC, UBC, decided to send to the EC the joint statement on the Objective Three of the reformed cohesion

policy from 2007 – namely the European Territorial Cooperation. The statement emphasizes the fact that the cross-border cooperation in the BSR may be severely harmed if the limit of 150 km for maritime border is introduced. UBC is of the opinion that the maximum distance of 150 km of maritime border (to be eligible to obtain funding for cross-border projects) is contrasting with the idea of strengthening the territorial cooperation and therefore we object to it. UBC expects a more flexible approach in taking into account existing and historical cooperation between the partners on both sides of maritime border. The Board authorised the President to send a letter with the statement to the prime ministers of 10 Baltic Sea countries. The Board members were obliged to make sure that the proper attention will be given to the letter in their countries.

In December the President sent out a letter to the member cities asking them to express their views how we can make our own organisation, the UBC, even stronger. In the letter the President noted that a year ago on 1 May we have experienced a



significant historical moment - the Baltic Sea Region became almost an inland sea of the EU. This fact will have a strong positive impact on further development of our region and it must have an impact on the activities of the UBC. The EU enlargement in the BSR brings new opportunities and challenges to the UBC. In his letter, the President put forward important questions for example: how to promote effectively exchange of experiences between member



*From the left: Christopher Ödmann from Stockholm, UBC Secretary General Paweł Żaboklicki and UBC President Per Bødker Andersen*

cities? How to enhance the work of Commissions/networks and mobilise more outside funding? How to ensure that the concerns of the cities in BSR are listened to at national government level and in Brussels? Several cities responded to the President's letter. For example there were opinions that: UBC could improve lobbying in Brussels using the cities representation offices. Gender balance is needed in the UBC authorities and commissions. Less effective commissions could be incorporated by the effective ones.

President Andersen informed that city of Maardu proposed the establishing of the new UBC Commission on Civil Protection and Prevention from natural and man-made risks. Maardu is of the opinion that activities which would be organised in the frame of the new commission would contribute to the elaboration of the effective technologies and methods of the civil protection mechanism, which could be used by the cities of the BSR. The Board decided that before the decision on the new UBC organ dealing with the civil protection can be made, there was a need to map out which authorities were responsible for dealing with natural and man-made disasters in each of 10 Baltic Sea countries - municipal, county, regional or state authorities. The Board authorised Maardu to prepare such a survey.

The next Executive Board meeting is to be held in Chojnice, Poland, on 11 June 2005.

*by Paweł Żaboklicki  
UBC Secretary General*



# CHANGES IN THE COMMISSION ON CULTURE

## Elections

Visby hosted the latest Commission on Culture (CoC) Board meeting on 14-16 April 2005. The chairmanship and structure of the CoC Board were among the main topics of this meeting. The members of the Board chose Ms Tarja Hautamaki, Head of Culture Department of Vaasa, Finland, to be the new Chairman and Mr Olov Gibson, Cultural Official from the Department of Culture and Leisure in Visby, Sweden, was chosen as the Vice-Chairman. The CoC secretariat will continue to be run by the city of Szczecin Culture and Cultural Heritage Department.



From the left: A. Oryl, M. Chybowska (Szczecin), O. Cherkasova (St. Petersburg), T. Hautamaki (Vaasa), A. Ozola (Tukums) and A. Blomhagen (Visby)

In addition to election of a new chair, the board discussed the CoC annual sessions and other activities that are planned for this year. Representatives from Szczecin confirmed that two international art exhibitions in the National Museum in Szczecin - Metropolis and Baltic Biennial of Contemporary Art-Habitat are going ahead. The events are being organized with the Mare Articum Online project, which will see the bi-annual magazine transferred to an Internet-based platform.

## Sessions of the Commission

This year's annual CoC Session, under the working title Roles and Value of Art Museums in the Post-Modern World, will take place in St. Petersburg. No dates have been set, but the meeting is planned for the end of October or second weekend of November.

The next year's session, devoted to cultural festivals, will take place in Vaasa (23-26 November 2006), in conjunction with the Wild

Life International Film Festival. The working title of the 2006 annual session is 'Cultural Festivals and Local Identity' and it is aimed both at festival producers and municipal culture officials.

The newest invention of the CoC Board is a UBC Cultural Prize, which will recognize extraordinary achievement by artistic groups or associations working in the field of cultural activity in UBC member cities. The Board is working now on details, rules and application forms and anticipates the first prize to be awarded in 2006.

The CoC Board Meeting in Visby was fruitful and productive. The board has prepared a schedule of its activity for 2005 and is working hard to accomplish its goals for this year and beyond. Anyone interested in the Commission on Culture and its activities is urged to contact us!

### Further information:

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# UBC COMENV MEETING IN SOPOT ON 20-21 JUNE

The Baltic Sea Region is no longer a periphery of Europe. As a result of the enlargement of the European Union the region is now closely integrated with the rest of the continent and is emerging as a major player in the northeast of Europe. Our region has now a challenge to position itself within this geographical reality as a European model region in environmental protection and sustainable development. The Baltic cities should strive for positioning themselves as the most important actor in the process of developing the region's future.

To address the issue, i.e. how to make use of the cities' potential in the development of an environmental friendly Baltic Sea Region, we would like to warmly welcome you to the UBC Commission on Environment meeting in the beautiful beach city of Sopot, on 20-21 June 2005.

The aim of the meeting is to address the following questions:

- In what direction are we heading? Presentation of the UBC Sustainability

Survey 2004. The survey is unique in its scope and presents the state of art in sustainability in the BSR cities.

- What has already been done to improve the situation? Presentation from outstanding cities singled out by the UBC sustainability survey. Best Practice examples in the fields of sustainable economy, transport, energy, management and social issues. A City study tour to interesting project sites in the Sopot region, for example the pedagogic nature path "Stream walk of Sopot".

- What will the future look like? In the workshop the future work of EnvCom will be addressed. How should the BSR cities act to become more visible stakeholders and how could the EnvCom serve as a platform to reach the goal.

The meeting will also give an up-dated view of recent UBC projects and cover the formal matters.

The UBC Commission on Environment meets twice a year, bringing together actors and decision makers in the fields of environment and sustainability from the

whole Baltic Sea Region. These gatherings are an occasion not only to learn from others' experiences but also to address common challenges and opportunities. The importance of the EnvCom meeting cannot be overemphasized as it brings together some of the most important stakeholders for the future of the Baltic Sea Region. We are looking forward to your fruitful participation and innovative contribution!

### Further information:

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UBC ComEnv Secretariat  
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## INVITATION TO THE COMMISSION ON BUSINESS MEETING IN TALLINN

**Tallinn welcomes all the members of UBC Business Commission and representatives from cities interested in becoming members of the Commission to a two-days meeting to be held in Tallinn on 16-17 May 2005.**

The topics, which will be covered during the two-days meeting, include among others general overview about

- the business environment in Tallinn and in Estonia
- the role of the city to promote and enhance entrepreneurship and business development in the region
- local cooperation networks in the field of technology and knowledge transfer.

The second day of the meeting will be targeted mostly at the exchange of experiences and the know-how on the project level, e.g. how to use EU Structural and Cohesion Funds for the business development within the Baltic Sea Region and what could be the common interests for the further cooperation on the project level. Hereby, the presentations about best practices in other cities are highly welcomed.

Tallinn as a capital of Estonia holds a positive position in economic development not only in the context of Estonia, where it is a driving force, but also in comparison with the other Baltic Rim cities. The open-mindedness and innovativeness, infrastructure and modern network of services make Tallinn an ideal place for testing new technologies. Many changes have taken place since last decades and intense development work is under way to better meet the needs of businesses. Tallinn has also long cultural traditions.

Besides the business traditions, Tallinn is one of the best-preserved medieval European cities, which received the city rights on May 15, 1248. Since 2002, the City Day is celebrated on that date. By arriving in the evening of May 15, you will have the possibility to enjoy the unique pearl of medieval architecture - the picturesque Old Town.

Further information:  
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## ANNUAL MEETING OF THE TRANSPORTATION COMMISSION

**Please book the dates 20-21 October 2005 in your agenda. This is when the next Annual meeting and seminar of the Commission on Transportation will be arranged in Gdynia, Poland.**

20 October will be dedicated to the seminar and basing on suggestions from the network members, it will focus on public transport, or more specifically on trolleybuses. Examples from different cities and discussions about advantages, disadvantages and the future will be presented. The Annual meeting will take place the next day, on 21 October.

More information and programme follows soon and will be also available on the website <http://www.ubc.net/commissions/transportation.html>



*The next TransCom seminar and Annual Meeting will take place in the City of Gdynia*

Further information:  
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## COMEDUCATION WILL MEET IN NORRTÄLJE

**The Presidium of the Commission on Education met in Norrtälje to discuss the final program of the Commission's conference and the meeting to be held in Norrtälje in September 2005.**

**Life-long learning and styles of learning.** There will be a two-day seminar on 7-8 September lead by teachers and headmasters from Norrtälje on flexible learning. It will start with an introduction about the Swedish school system. The seminars will also include distance education, tailored educational programs, communication systems and infrastructure. Special attention will be given to styles of learning and integration of subjects. We also intend to include an excursion to the new Campus Roslagen in Norrtälje with several higher education programs.

**Commission on Education will meet on 9-12 September.** All UBC-members are invited to send delegates to this meeting as well as to the seminars two days earlier. Take the opportunity to see the beautiful town of Norrtälje and to take part in very interesting seminars. During our meeting on Friday we would like to inform about the Erken Laboratory summer research school for students aged 17-20 and about the examples of Comenius projects. Furthermore, we intend to discuss possibilities for cooperation with other commissions (Sport and Environment). The seminar days in Norrtälje will be reviewed and we also hope to get information from the UBC Board.

Invitations will be sent through the UBC Secretariat and we hope to attract many members. The Commission on Education presidium looks forward to seeing you in September!

*by Kurt Pettersson  
Chairman of the Commission*

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## 10<sup>TH</sup> JUBILEE OF UBC COMMISSION ON SPORT

It is known that physical inactivity is a significant risk factor for various diseases. Many researchers have proved that economic costs of inactivity amount to hundreds of millions of euro due to the increased number of diseased persons, increased absence at work, cost of medical services and drugs.

One of the questions posed during tenth Jubilee Annual Meeting of UBC Commission on Sport organised in Klaipėda on 14-16 April 2005 was how to motivate people to be more active. Participants from 13 UBC member cities from 6 countries discussed the issue of physical activity and health promotion presented by professor H. Löllgen (Germany) and Mr. D. Kepenis from Palanga School of Health (Lithuania). Moreover, two practical examples were shown by Ms H. Parkkunen (Finland) – the Healthy City Programme carried



10<sup>th</sup> Jubilee Commission's session

out in collaboration with WHO and by Ms B. Grüner (Germany) – INTERREG IIIC SportUrban Project.

During the meeting of the Commission on Sport Ms Beata Łęgowska (Gdynia) was elected Chairperson for the next term and Ms Lena Ryge (Karlskrona) was elected the Vice-chairperson.

Furthermore, there was a presentation of 10 years of the Commission's activity made by Ms Ewa Depka (Gdynia) as well as of 2005 grant awarding procedure entitled "Healthy Lifestyle through Sport". By awarding grants for sports projects, the Commission on Sport would like to raise awareness of the importance of sport as an integral element of healthy lifestyle and to promote healthy lifestyle practices. It is known that regular physical activity reduces mortality by 36 per cent, improves the quality of life and slows down the aging process. Even 30 minutes of daily physical activity prolongs your life, reduces overweight and decreases medical and economic costs.

Further information:  
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Commission on Sport  
City of Gdynia  
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## BALTIC INSTITUTE OF FINLAND AND UBC IS COM

An INTERREG IIIC project "Challenge of eCitizen: Promoting eGovernment Actions in European Cities" prepared by the Baltic Institute of Finland in collaboration with the UBC IS COM was launched in January 2005. Several UBC member cities participate in the project.

European city administrations are as a rule undergoing far-reaching and comprehensive transformations in their governance and processes. This implies improving participation and consultation of citizens towards local governments as well as ensuring that citizens have easy access to local government information, services and decision-making procedures online. Development of local eGovernment systems provides city administrations with a powerful tool for stimulating citizens' involvement and participation in democratic decision-making and community empowerment. Interregional cooperation between cities sharing these challenges enables them to fully exploit latest outcomes of the Information Society development and overcome the challenge of eCitizen.

This project is an outcome of cooperation between UBC member cities and other European cities sharing similar



eCitizen Project Manager Ms Minna Hanhijärvi meets with the project partners in Tartu, Deputy Mayor Mr Hannes Astok and Mobile Service Expert Mr Rain Rannu

challenges in promoting information society development in regional level following principles of the EU eEurope program and local eGovernment initiatives. The cooperation between the partner cities was established as an outcome of the UBC IS COM and eCities Forum/Telecities European network meetings in 2003 and 2004. The cities are partners in the project and the Baltic Institute of Finland acts as the Lead Partner.

This three-year project is designed to support innovative on-going local eGovernment actions and strategies. The project activities are focused to

facilitate development and piloting of innovative and advanced outputs including eManagement systems for city administrations, online public services for citizens with web-based, mobile and smart card applications as well as new eParticipation services with interactive consultative applications. As a cross-cutting issue, awareness of citizens on eGovernment actions is raised through implementation of information distribution strategies and local campaigns as well as publishing studies and reports on eGovernment actions in Europe and key results of the project components. Capacities and knowledge of local policy-makers, officials and experts on design and management of local eGovernment actions will be enhanced through extensive training and consultation. A follow-up strategy to ensure sustainability of the project results in the partner cities will be developed.

Further information:  
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# MEETING OF THE COMMISSION ON TOURISM IN JURMALA

**I have the honour to invite you all to the annual meeting of the Commission on Tourism on September 9-11, 2005. This year our meeting is hosted by Jurmala, Latvia, situated on the fantastic southeast shore of the Baltic Sea!**

Since the board was elected for a two-year-period in October 2003, there will be elections for a new board of the Commission at this meeting. Kalmar, leading the Commission since 1999, has announced its retirement from the Chairmanship from October 2005. Please feel free to contact the elections' nominating committee, chaired by Ms

Liisa Lemmetyinen, Turku (e-mail: liisa.lemmetyinen@turku.fi) to name possible candidates for the new board of the Commission. The board itself appoints its new chairman.

Besides traditional meeting procedures there will be plenty of opportunities to visit tourist attractions in the area, both scheduled in the programme and during free time. Visits to spa hotels, the concert hall and Kemer national park are included. New information about the EU and the financing possibilities.

Invitations will come soon! Heartily welcome to Jurmala, Latvia!

*by Viktor Rydell, Secretary*



Further information:  
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## CONFERENCE "YOUNG AND ACTIVE"

**The UBC network on youth issues is organising in cooperation with UBC and the Mayor of Vilnius the conference for young people "Young and Active in the Baltic Sea Region". It will take place on 13-16 October in the Lithuanian capital Vilnius.**

Invited are primarily youths, aged 18-25, and civil servants dealing with youth issues from all UBC member

*We want to have more influence  
So, give us some more tolerance  
It's our city, it's our school  
It should be good, it should be cool*

*We don't do everything like you  
We want our things to become true  
Having our own ideas and visions  
Give our input for decisions*

*We spend more time in school than  
at home  
Why should you decide about it all  
alone?  
Where is our space in our city?  
Who is our voice in the committee?*

*We want to know what we can do  
What are our chances, how can they  
become true?  
The world is not only for you  
We want to become active, too.*

cities. But the conference is also open to participants from other interested cities and organisations.

The conference should be a forum for young people to exchange experiences, find new partners, and discuss common issues such as youth participation, the EU and Baltic Sea co-operation, and youth influence on the local level. More information can be found on the recently launched website of the network.

Further information:  
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Network on Youth Issues  
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www.ubc-youth.net

## MANAGING URBAN EUROPE – 25

**The largest European project so far on cities' environmental management systems (EMS) has just been started. This project, coordinated by the UBC, is developing the next generation of EMS to address sustainable development in the whole functional urban area.**

The goal of extending the environmental management system to address the whole functional urban area is an extremely ambitious one. Only very few cities in the world have so far been able to achieve this by applying the existing systems. As work on environmental management systems at cities has been on-going already for more than a decade, it is indeed time to take a closer and critical look at the systems themselves and on the ways how they have been implemented in the cities.

MUE-25 project starts exactly by doing

that. During the current year, the project will investigate and analyze the success of EMS applications in European cities. On basis of that, the development needs should be found out. Once the needs start to be revealed, further development of both the existing systems and the methods of their implementation will be carried out.

The cities play an extremely important role in the project, as they should both provide information on successes and failures so far, and carry out testing of the new solutions to be developed in the project. Utilizing this practical test and further developing the methods based on it, the MUE-25 project should be able by the beginning of 2008 to propose an improved system and implementation methodology to be used potentially in all cities of Europe. This system will address

the whole functional urban area of the city and it will also include more sustainable development dimensions that just the environmental one.

The goals of the project are closely linked to the Thematic Strategy on the Urban Environment within the EU 6<sup>th</sup> Environmental Action Plan and co-funded by EC DG Environment. The project has altogether 23 partners, including 14 cities from all over Europe. Seven UBC member cities are in the Project Steering Group and all other UBC members will receive the methodological and information materials developed by the project.

Further information:  
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## ABC SEMINAR IN GDYNIA

**On April 20-24<sup>th</sup> 2005 city planners from 27 cities in 8 countries met in Gdynia, Poland for the 5<sup>th</sup> seminar in the ABC project (Alliance of Baltic Cities). That's a three-year INTERREG IIB supported project, run by the UBC Commission on Urban Planning. The seminar theme was "Cities as regional engines - Improving the city core".**

After welcome greetings from the Mayor of Gdynia, Wojciech Szczurek, and from the UBC Secretariat by the Secretary General, Paweł Żaboklicki the first day of the seminar focused

on presenting as much information as possible about Gdynia and the Tri-city region Gdynia-Sopot-Gdańsk. Deputy Mayor, Marek Stępa, informed about the Gdynia city development and its main strategies and the role of Gdynia in the Pomaranian region. Following these there were lecture giving a historical view of Gdynia architecture and an overview of the Polish planning system, from national to local level. There was also a lecture on analysis of measures of architectural building-elements given by consultant architect. The head of Gdynia city planning department, then took the seminar group to a very interesting excursion through the city and its surroundings.

The second day focused on three different workshops. One group studied how to redevelop a harbour area close to the city center, the Dalmor company fishery pier, and a waterfront area



*Workshop group, drawing proposals for redevelopment of the Gdynia harbour area*

between the pier and the city centre. The proposals aimed for multi purpose use, increasing contact with the city area and some small scale investments to increase the attractiveness and access to the area. Another group worked with how to improve and revitalise a number of inner city housing quarters. The inner parts of the quarters needs to be more efficient and attractive outlined. The third group worked with how to make best use of a green corridor near the City Hall and how to combine needs of more office space and parking with qualities of the green area.

The results from the workshops were presented to representatives from Gdynia city. The results will also be described in a printed seminar report, to be delivered at the 6<sup>th</sup> ABC seminar in Malmö, to be held on 6-9 October 2005.

The seminar also held an excursion to Hel, a spectacular long and narrow peninsula outside of Gdynia, as well as short visits to Sopot and Gdańsk.

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Commission on Urban Planning

City of Umeå

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## NEWS FROM WOMEN'S NETWORK

**Women's Network has been on alert because of a new Presidium that will be elected at the VIII UBC GC in Turku. At the meeting of the Executive Board in Luleå the representatives of the Swedish, German and Finnish cities as well as UBC Women's Network expressed their views on the need for a more balanced representation of women and men in the Board and Presidium. It was notable that in Luleå only two women were present, none of them Board members.**

As an answer to the President's letter the Swedish cities stressed that "the equality among women and men in the presidium, board and commissions is essential" and the Finnish cities that "equality issues are important in UBC work" (Minutes, point 7). The German cities wanted a direct answer on the question "What is the opinion of the Board as regards the election of female for the UBC Vice-President?".

The answer was the following: "As described in the point 7 in the Minutes, Board members considered that the composition of the Presidium should be balanced, and take into account also the gender issue. However, the election is in the hands of the official delegates at the General Conference". (Minutes, point 12)

The Women's Network expresses its satisfaction with the fact that the candidate of the Swedish cities to the Presidium is Marie-Louise Rönmark, the Mayor of Umeå.

It shall also be reminded that in the autumn the situation may allow also the election of more than one female candidate. In addition to this the election of the Executive Board will also take place in the autumn. So, now Women's Network has to go on lobbying for that women will candidate and participate as delegates at the General Conference in Turku.

Women's Network will meet in Narva on 17 June in a seminar with the theme "Women and Men sharing decision-making in Municipalities". Narva has very active women's organisations. It is a UBC city with many strong women participating in the decision-making, in the administration as well as the City Council - you will find there three female vice-mayors!

This meeting will be linked to other interesting events coming up: Turku city hosting Turku - St. Petersburg days on 7-10 September, UBC General Conference 29 September - 2 October and Women and Democracy Conference hosted by St. Petersburg on 6-9 October where UBC has got an own quota of 20 participants.

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# CONTEMPORARY ART MAGAZINE

The National Museum in Szczecin under the auspices of the UBC Commission on Culture will organise two exhibitions this year. *Metropolis* will be opened in conjunction with the XIII Ministerial Session of the CBSS in Szczecin (9-10 June) and will run for 5 weeks. Artists participating in *Metropolis* will look at urbanisation and mediatisation of the societal processes. The VI Baltic Biennial of Contemporary Art under the title *Habitat* will run in December 2005/ January 2006.

Beyond the Baltic venue and regional connections, the *Metropolis* and *Habitat* exhibitions are linked on complimentary concepts. They address the human need to shape the urban social space and relations

both materially and in the sphere of values and convictions of those that create and populate them.

While *Habitat* will concentrate on the intimate, deeply personal ways that urban dwellers model and shape the social space, *Metropolis* explores the 'macro' perspective, showing the city and its dynamic structure how it operates within the larger framework of human existence. Working from the premise that the city defines a matrix on which social processes realise themselves, *Metropolis* presents works that look for relations among spatial form and social structure. The artists featured investigate a city as an organism in which various attitudes and opinions are created and in which a range of interactions – from

co-operation to aggression – take place. The exhibition touches on the palpable tensions in modern cities and both the beauty and the pathologies that arise from them.

To strengthen communication among art institutions in the region, MARE ARTICUM will initiate an electronic version. The *Mare Articum Online* web site will be frequently updated with information, details and related content (critical reviews, discussion forums).

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## TEN AROUND THE BALTIC SEA

The goal of TEN was to promote mobility of citizens and goods in the EU. The key point has been to decrease the logistical costs. It is especially important for the Scandinavian countries. In Finland the logistic costs have been some 10 per cent of the business volume of enterprises. In France it has been 6,5, in Germany 4,5 and in UK 4 per cent.

The TEN traffic corridors comprise the network of motorways, railroads and the telematic infrastructure for truck drivers and harbours, airports and other terminals. The priority TEN corridors around the BSR are: the Nordic Triangle, the Rail Baltica and the Baltic Sea Motorway.

The Nordic Triangle is a traffic corridor connecting Copenhagen, Stockholm, Turku, Helsinki, St. Petersburg and also Oslo and Göteborg.

The key project was the Öresund bridge and a tunnel between Malmö and Copenhagen. There is also a plan to

continue the rail tracks to Helsingborg and Helsingör, Denmark.

The Swedish railway administration has started to plan high speed connections between Stockholm and Malmö. The construction of Bothnia Banan, the new railway connection from Stockholm to Umeå has started in 2005.

Italian Pendolinos of the Finnish Railways VR are running between Helsinki and Turku and also the construction of the last part of the new motorway starts at the end of this year and will be completed in 2009.

Fast speed trains (220 km/h) start to run between Helsinki-St.Petersburg in 2008 or 2011. The journey across the border will take 3 hours and 30 minutes.

The airports of Kastrup/Copenhagen, Arlanda/Stockholm, Vantaa/Helsinki and Gardemoe/Oslo have been developed intensively in 15 years. New terminals have been constructed and they are connected to the highways and the cities' centres.

### Rail Baltica and Via Baltica.

Via Baltica connects Helsinki-Tallinn-Riga-Kaunas-Warsaw. The motorway with all kinds of technical infrastructure has been improved systematically in the last 15 years, but it still needs large investments. Rail Baltica is one of the 30 priority

projects of the EU since 2004. Besides improvements of existing tracks also the new ones must be constructed to ride by train from Tallinn to Riga. In Lithuania it has been discussed to change the track gauge to the Central European standard.

**The Baltic Sea Motorway.** In modern logistics the storeys are minimized. The production must be delivered as quick as possible, the freight ships must have exact time schedule, in the harbours the passing through time must be minimized, too. In the southern Baltic ports of Rostock, Szczecin, Gdynia and Gdańsk are competing with each other. They are attractive for the investors due to the fact of owning huge area for investments.

The City of Helsinki started to plan in 1990 the construction of the new harbour with its shipping route, rail track and the new road connections to be ready to operate in 2008.

Russia constructed quickly two new oil ports, Promorsk and Visotsk by the Bay of Viborg. It seems to be important for the Russian oil enterprises to keep oil business in their own hands. Ventspils, Latvia is competing with these ports having a direct oil pipeline from Russia.

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# III. NEWS FROM MEMBER CITIES

## The Marselis Tunnel Project

The 1995 master plan for development of the commercial Port of Århus suggests that the capacity of the port must be doubled within 25 years in order to remain being attractive for commercial cargo, ferry and freight traffic operators and to meet future demands from companies operating their business from the port. The expansion of the port began in 1998 and when the expansion is complete its capacity will significantly increase.

The development of the port leaves large parts of northernmost inner harbour areas closest to the City centre open for new attractive housing and business developments.

On-shore, the port has two main road corridors connecting it to the state motorway network of Denmark; a southern corridor – the Marselis Boulevard Corridor – connecting to the motorway south of the city and a northern corridor connecting to northern parts of Jutland. As the port is located in the very centre of the City, both corridors take the traffic to and from the port through densely populated residential and commercial areas and both corridors serve as main access roads for these purposes as well.

To accommodate for the increased needs for transportation of goods on the connecting roads to and from the port and to control air and noise pollution in central Århus generated by the increased traffic volume, the City Council of Århus has decided to build a traffic connection between the major roads and the harbour. The solution can be an approximately 2 km long, two-by-two lanes road tunnel below the existing Marselis Boulevard and widen the existing Åhavevej from two to four lanes i.e., increasing the traffic capacity of the southern corridor – the



A plan of the Marselis Boulevard Corridor

Marselis Tunnel Project. The decision reflects also, that the expansion of the port and the plans for the City-Near-Harbour-Areas will make the Marselis Boulevard Corridor the obvious future sole access road to and from the port.

The development of the port and the City-Near-Harbour-Areas has made it necessary to completely re-think the existing traffic structure of central Århus in a new Traffic Plan 2020. The backbone of the new traffic plan will be an inner ring road corridor, which will include also the Marselis Boulevard and the Marselis Tunnel.

From early days, development of the City and development the Port have been closely integrated. Today, interaction between the City and the Port is as dynamic as ever. The Marselis Tunnel Projects as presented above will be an asset to the Port, to the City and to the entire Region.

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## Major Baltic Cruise Partnership Launched

**Gdynia has joined a new Baltic partnership between selected cruise harbours to create new possibilities for an increased growth in the number of cruise ships coming to Gdynia and the Baltic Sea. The Baltic is a region of tradition and modernity, a region of Kings and Tsars, and the cradle of the Solidarity Movement that changed the whole political map in Eastern Europe.**

Cruise Baltic is a close co-operation between 10 countries – including 16 destinations. Poland is represented by the City of Gdynia and the Gdynia Port Authority. The Baltic Cruise project focuses primarily on the Baltic and then on individual destinations.

During last year's season Gdynia was visited by 82 ships that brought over seventy thousand tourists. Gdynia is the only Polish port capable of



*Birka Princess - one of the world's biggest cruise liners visiting Gdynia*

accommodating the largest vessels. This year we expect over 100 calls. Among them there are the world's largest and most beautiful cruising vessels such as "Constellation", "Aurora", "Star Princess".

The overall aim of this cruise ship partnership will be to ensure a 20% increase in cruise ship guests coming to the region, together with a 4% increase in the Baltic Region's market share of cruise ships globally. The project will run for the next three years and will be co-financed by the EU programme 'Interreg IIB'.

The Baltic cruise ship project focuses on two specific areas: developing destinations and marketing. The developing of destinations is specifically concerned with upgrading and standardising the service at each of the partner's harbours. Marketing will concentrate on developing a brand for the region and shared marketing activities with a focus on the cultivation of press contacts and sales initiatives within the cruise industry. Furthermore, these activities will be supplemented with a shared PR strategy.

Thanks to Cruise Baltic, all the participating countries are able to offer the same service, high standards and full integration between ports and cities for cruise lines that want to discover the unique possibilities of the Baltic Sea Region.

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## Karlskrona and Liepāja District new “Twin Cities”

The Municipalities of Karlskrona and Liepāja District signed an agreement of friendship and cooperation on January 20, 2005. The agreement is signed to establish and develop cooperation relations between both communities with an aim to promote the development and quality of life in both municipalities.



Mr Modris Eksteins, Mayor of Liepāja District, and Mr Mats Johansson, Mayor of Karlskrona, are signing the agreement

The agreement should provide cooperation between both Councils and the people. The two municipalities also signed a Programme of Cooperation for the period of 2005-2007. During this period the two municipalities are going to cooperate in the following fields: social sector, youth exchange, international cooperation within the Euroregion Baltic, culture, education, tourism, sport, transport, housing and public utilities.

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### “We’ll never forget...”

The spring – summer period this year for the youth of Klaipėda was full of unforgettable impressions related to international activities in the spirit of “Education through Sports” program. Though supported not by this program, but by either the City and local sponsors, the hosts of a project or the Council of Europe, youngsters from Klaipėda had a remarkable chance to take part in a number of very interesting projects.

Ten days of late spring 2004 were remarkable for a group of students from



Education through Sport - a group of young Klaipėdians

various Klaipėda seafaring colleges and Klaipėda University Marine Institute. They had a navigation practice in the Russian sailing ship MIR. The training tall ship of St. Petersburg A. Makarov Marine Academy, its captain and the crew were the most friendly hosts and teachers to our students. Sailing from Hamburg to Cuxhaven and other German ports and serving entertainment passengers on board, and training under the huge sails - all this was a unique experience for the youngsters

Between July – August a crew of twelve pupils with the famous in our country Class D sailing yacht “LIETUVA” participated in Tall Ships’ Races’2004 in the North Sea. This vessel became the first Lithuanian ship, which take full participation at these prestigious races. The captains of the yacht father and son Kudzevichius say, that the race results of their performance exceeded expectations - they took up the 8<sup>th</sup> position among the numerous yachts of their class. The route Klaipėda-Antwerpen-Aalborg-Stavanger-Cuxhaven-Klaipėda - more than a month at sea and in hospitable ports, were the memories that will remain in the hearts of the young sailors.

The Municipality of Amaroussion, part of greater Athens, the venue of 75% of the Olympic Games’2004 took initiative of “Scuolaxenia” project. This was a program aiming to promote the cooperation of municipalities from all over the EU in the field of youth education and sports. Klaipėda was among the participants – 40 students, teachers and city administration representatives were invited to live in the atmosphere of the Olympic City. For three weeks Amaroussion was our most attentive host. The ancient land of gods was generous – our students’ teams won every arranged single friendly match of basketball and football. On the last day of

the Olympics it was so hard to bid good bye to new friends from Greece, Italy, Cyprus. Nothing will be able to repeat the atmosphere of the Olympic Athens - we will never forget it!

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## Comprehensive Transport Solutions for Koszalin

Koszalin prepares itself to solve comprehensively its transport problems taking advantage of EU projects. The following groups of transport and traffic issues can be distinguished from the area of influence point of view:

1. Internal municipal transport.
2. Communication with the nearest city vicinity.
3. Communication access at the national and international level.

The most important objectives of the municipal transport solutions are associated with reduction of traffic in the centre of Koszalin and transfer of the transit traffic to municipal bypasses. The first objective can be accomplished after completion of currently conducted construction of the city centre bypass. Some parts of the city will be revitalized and partly or fully excluded from road traffic. A north-south bypass of the National Route No 11 has been planned to be located to the west of the city.

The nearest vicinity of Koszalin is deemed to be the area development of which is of strategic importance for the city. This is determined by two seaports, namely Kołobrzeg to the west and Darłowo to the east of the city. Today, the basis for existence of both seaports is fishing and seasonal tourist traffic as well as insignificant cargo handling operations.



Koszalin - a view to the Baltic Sea



The authorities of Koszalin support the idea to run a road that would link directly both seaports and animate this piece of coast. The north border of Koszalin's strategic vicinity is the beach of Mielno sandbar with holiday resorts located there: Mielno and Łazy. Lake Jamno situated between both localities is a potential tourist attraction. The efforts being made to revive the lake are associated with the plans of traffic connection of lake's vicinity with Koszalin. Also, the idea to provide land and water transport solution between the above localities using special amphibian buses is crystallizing. Apart from reduction of traffic jams both connections are supposed to become a tourist attraction.

The south border of Koszalin's strategic vicinity is the airport in Zegrze Pomorskie located approx. 15 km in the straight line from the city. It used to be a military base and an airport in the past. Today, it's been closed for the third year in succession. The plan of airport re-activation assumes its joining to the national network regional airways and creation of a cargo logistic hub as a base for dynamically developing Chinese Industrial Centre (CIC) located in Koszalin.

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## SMILE-Project

**Malmö and Tallinn have set out to work towards sustainable urban transport systems in the European Union CIVITAS-project SMILE.**

Together with Norwich (UK), Potenza (Italy) and Suceava (Romania) they aim to create a sustainable, safe and flexible traffic system that improves urban air quality as well as the quality of city life.

The lead cities Malmö and Norwich will undertake a large number of measures including such as mobility management, stimulating car pooling, improving public transport, introducing new forms of bio fuels, integrated pricing strategies and improved efficiency in distribution of goods. The other cities will implement a fewer number of measures implement successful measures basing on the experiences from the lead cities.



*A study visit in March this year - project participants from Tallinn and Malmö*

Measures in Malmö include for instance:

- Free parking for clean vehicles
- Marketing of a new and more efficient bus route system
- Better integration of cycling with public transport, e.g. by improved parking for bicycles
- Promotion of car sharing for businesses and private persons
- A municipal car fleet using clean vehicles only
- Developing an Internet tool for traffic planning cycling, making it easier for the public to plan efficient journeys.
- real-time mobile and Internet services information about public transports

A total of 18 measures will be implemented in Malmö. However Tallinn will not only wait for experiences from other partners but also will undertake some measures of its own from the start of the project, including automatic stop calls and information signs in buses and trams and a bus priority system at traffic lights.

In the five cities, a total of 50 measures will be carried out by 27 municipalities/regions, public enterprises or private companies. SMILE started in February 2005 and terminates in January 2009.

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## Leba – our Dream

**A small town of 4000 residents, guests in the summer season about 40-50 thousand tourists each day. The nearness of the Słowiński National Park obliges to care about the cleanness of water and air. The local authorities**

**see the future of the town in the dynamic development of the town and most of all in improving the town's communication and making it more accessible. Four women are in the authorities of the town - Mayor, Deputy Mayor, Town Secretary and Treasurer.**

The biggest investments are two roundabout roads, the extension of the province road no. 214 to Warlubie. The roads will lead traffic towards the Słowiński National Park, Harbour of Łeba and to the marina opened up in 1998 for 120 boats, the first one of the European standard on the Polish coast. Along the roads parking places were planned and bicycle paths, making the town more accessible.

The roundabouts will also help to protect the historical part of the town, because the goal is to change the main road into a promenade with small restaurants, bars, stores and other services. There are also the concept of the revitalisation of the center of the town, along with its tourist and fishing character. Visualizations of the projects will be consulted with residents.

The cooperation with the cities of Borholm, Zielenogradsk and Nida located around the Baltic Sea is the platform for the exchange of experiences. The friendship and cooperation agreement between these cities is a special event. International contacts help gaining the European Funds and make possible of interesting educating of the youth. Today is the time for realizing the goals.

“Between heaven and earth, between water and land, between two lakes, between the sea and sand dunes lies a little town called Łeba. In the winter asleep, during the summer awake. The residents here are hardworking and brave. Fishing and tourism - in centuries life is similar here. The struggling with the sea, which is a friend and enemy, bread-winner and element.” That is a beginning of a book about the town written by a sailor and mariner, Andrzej Urbańczyk. Recently the town authorities were granted the copyright of that book.

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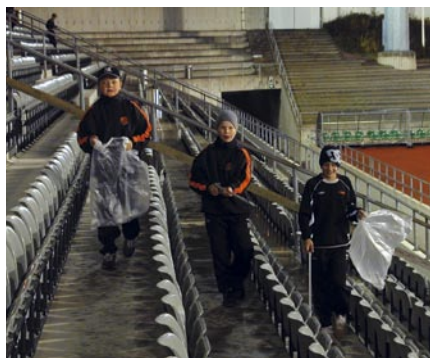


## Stronger and greener together

**Stronger and greener together is an environmental co-operation project that includes three football clubs from the city of Lahti, Finland. Since the year 2002 premier league team FC Lahti, junior teams FC Reipas and FC Kuusysi have worked together to carry out environmental issues in their games and tournaments in cooperation with Health Control and Protection Center of the Lahti City Environment Centre.**

The aim of this activity is to adopt a pro-environmental way of thinking and to evolve according to the principals of continuous improvement. The most important result from the co-operation of football clubs has been environmental education and awareness raising. The partners have published a leaflet and a poster to introduce the effort of the football clubs in environmental matters and to explain environmental effects of football. Players of the clubs have participated in a campaign which intention was to reduce private driving. Teams arranged carpools and tried to increase the use of public transportation, cycling or walking for practise and game journeys. The environmental managers of the clubs have got environmental training, they have for example visited in a dump as well as the players of FC Lahti.

The most noticeable part of this co-operation are eco-guides in FC Lahti games. Eco-guides sort the spectators waste during the matches and clean the stadium after the match with the ball boys. As a result the areas have maintained clean and tidy. That increased the comfort of the spectators and kept the environment clean. One of our main



*The aim of the project is to adopt a pro-environmental way of thinking and to evolve according to the principals of continuous improvement*

objectives has been youth education in that area so that they learn to appreciate and take care of the clean environment. Eco-guides are members of the clubs and do their work voluntarily. FC Lahti also arranged a hazardous waste collection in one of their home games. The collection was free and the spectators had a change to get rid of their household hazardous waste while they came in to the match. The collection got excellent feedback from the spectators.

Stronger and greener together –co-operation is trying to improve its achieves by collecting information of harmful environmental effects cause by football, and strive to minimize them systematically. This activity tries to develop the football culture of Lahti to more pro-environmental way by following the principles of sustainable development. Our slogan compresses the main idea of the co-operation: Let's take care of this ball of ours!

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## “Golden Stars” for outstanding Town-twinning Projects

**The town-twinning movement brings together municipalities throughout the Europe linking them in a dense network of citizens. Twinning provides the opportunity to find out more about the daily lives of citizens in other European countries, to talk to them and exchange experiences, and to develop joint projects on issues of common interest such as local integration, environment, economic development and culture.**

The European Commission awards grants to the Twinning events which include educational programmes on topical European issues. Each year the European Commission awards the “Golden Stars of Town-twinning” to 10 outstanding projects that have contributed successfully to the European integration.

Ten outstanding town twinning initiatives involving 27 towns received the Golden Stars awards on 3 February 2005 in Brussels. Šiauliai City in the category of “citizens’ meetings” was one of the winners. The award ceremony took



*“Golden Stars” awards to the project partners: Etten-Leur (The Netherlands), Częstochowa (Poland), Šiauliai (Lithuania), Jelgava (Latvia), missing Fredericia (Denmark)*

place in the Charlemagne building of the European Commission in the framework of a Consultation Forum on the future action programme to promote active European Citizenship.

The meeting among Šiauliai and Częstochowa (Poland), Etten Leur (The Netherlands), Fredericia (Denmark), Jelgava (Latvia) has been selected to receive a Golden Star. The meeting was organised in a view of the European Year of Education through Sports 2004.

The project involved citizens active in sports and local representatives from the twinned towns. The event took place within the framework of the city festival “Šiauliai Days” that brought together over 1800 people from nine countries. The programme included plenary debate on “Sports as a tool for social integration of young people”, photo exhibition “Sports bridges people”, several sports and cultural events and workshops for young participants. Local representatives discussed issues related to the European integration, youth exchanges and planning of the future cooperation at the local level between twinned towns. Particular attention was paid to the role of sports by the social inclusion of disadvantaged groups. The project resulted in a positive exchange of specialist views and ideas to be implemented in the coming years.

The European Commission also organised an exhibition representing several Town Twinning awarded projects.

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## Elections in UBC Member Cities

On 27 February 2005 the city of Rostock had direct elections of the mayor. Mr Roland Methling received 58.2% of votes and was elected as the new Mayor of Rostock.

Following the local elections in Latvia held on 12 March 2005, Mr Aivars Aksenoks was elected as the new Chairman of Riga City Council and Mrs Inese Aizstrauta was elected as the new Mayor of Jūrmala.

## Summer Festivals

**The International festival of folk art “Sestroretskoe podvorie” take place every year on 11-15 June in Sestroretsk town of Saint-Petersburg’s Kurortny District. Amateur bands from many countries gather to participate in this festival.**

This year the opening ceremony will take place on 12 June 2005. The aim is to attract public attention to problem of preservation and development of cultural traditions of different countries, to promote all forms and genres of traditional Russian folk art. The program of festival includes: “evenings of Friendship”, round tables, disco nights, excursions to Saint-Petersburg.

The festival has been held since 1996. Since then the festival participants were folk bands from Italy, Macedonia, Mexico, Sweden, Czech Republic, Lithuania, Latvia, Estonia, Poland, Turkey, Slovenia, Georgia and Russian republics.

We would like to invite folk bands from members of UBC to participate in the International Festival of folk art “Sestroretskoe podvorie”.

### Revival of traditions.

Since 2002 a scientific conference “Sestroretsk in musical culture of Saint-Petersburg” has taken place in Sestroretsk every year. The conference is organised together with Institute of Art History of Russian Academy of Science. In the program of the conference there are lectures of the history of culture of Saint-Petersburg and series of summer concerts of classical music in the memory of Sestroretsk’s summer musical seasons, which were very famous at the beginning of XX century.

Within the framework of the festival “Musical Sestroretsk. Revival of traditions” over 100 concerts of chamber classical music have taken place since 2002. Among participants were: young famous musicians, laureates of international music competitions such as the Chopin’s International competition. Saint-Petersburg-Duet International competition and others.

The program of “Musical Sestroretsk. Revival of traditions” corresponds to the hundred years old summer concert seasons in KURZAL of the “Sestroretsky Kurort” the oldest SPA of Saint-Petersburg. Such great singers and musicians as tenor I. Sobinov, young symphonic orchestra of Count Sheremetiev and others considered it an honour to take part in these events.

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## The ID-Ticket Concept

**An ID-ticket (virtual ticket) gives the user a personal right to use services sold via an electronic payment collection system when he/she proves his/her identity with an identification document (ID-card). In Tallinn, the virtual ticket can be purchased from different distribution channels such as fixed phone, mobile phone, Internet, direct debit, and cash (kiosks, shops, post offices, etc). Customers no longer have physical tickets in their pockets; they prove their right to services with the electronic ID-card.**



On 1 March 2004, Tallinn introduced an electronic ID-card ticketing system. Almost 100,000 valid ID tickets were registered on 20 March 2005. There are approximately 115 000 recorded users of Tallinn public transport, plus a further 10%, who are not required to buy a ticket (children under seven and adults over 65).

### Why an electronic ID card?

The ID-card system was chosen for several reasons. The main reason was a need for personalized tickets and almost two thirds of the population of Estonia holds an ID-card, which also has the necessary chip. This means that the costs of the system are low. ID-cards enable automated checks from the population registry to be made using the personal ID-code and facilitates the selling and checking of tickets on-line.

### How it works

The main process of the ID-ticket system is purchasing a ticket – a user gives the operator rights to process user’s personal ID-code. And inspection of the ticket – during inspection the client presents his/her ID-card - the personal identification code is automatically read from it with the inspector’s device. Ticket validation and status checks are based on simple (Offline, USSD, WWW, GPRS) solutions.

### Advantages of the ID ticket system

The system is fully online, user friendly and flexible and allows online statistics to be generated, turning the ticketing system into a flexible tool for planning transportation policy. This system allows personalized, price-differentiated tickets to be easily produced. Another benefit is that distribution costs are reduced, because printing and delivering paper tickets is no longer necessary. After one year of operation, the statistics show that purchasing ID-tickets by electronic channels is very popular:

The ID-Ticket project gained an annual award “Aasta Tegu” (“Maker of the Year”) from the Association of Estonian Information Technology and Telecommunications Companies.

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## Modern Technologies through Mutual Efforts

**In 2004, in Kurortny district of Saint-Petersburg that is narrowly stretching along the Finnish Gulf for 56 km, 2004 a reconstruction of canalization and water sewage treatment systems that provide water disposal services for town of Sestroretsk and nearby territories was finished.**

The cost of reconstruction was around 6 million EURO. Several sources of financing were involved - grants of Swedish and Finnish governments, as well as privilege credit of the North Investment Bank. Concomitant works were financed by St.Petersburg and the other main works were done by the Finnish company which was the general contractor. Also an independent control of the work was performed by the foreign companies: Finnish and Swedish.

Construction works started in August 2003. According to director of Sestroretsk "Vodokanal" Tatiana Fedyunina, one of the conditions of the project (reconstruction of sewage system and water purification systems) was performing works without stopping of general purification process. That is why during the renovation period settlings basin and other objects were working in turns.

During the reconstruction workshops for mechanical purification of sewage waters and settling dehydration were built. All major equipment was replaced, and technological process of sewage purification was automatized. Also reconstruction of general tanks was performed: primarily and secondary settling basins, aerotanks.

Now the Sestroretsk water purification systems the capacity of which is 17.1 thousand cubic meters per day, correspond to international standards of exploitation safety, economy and index of biogene purification. For example, according to standard HELCOM 16/9, during sewage purification nitrogen and phosphorus will be removed from it.

The main innovation introduced during reconstruction was ultraviolet sewage disinfection. That has a strong bactericidal effect towards different microorganisms including bacteria, viruses and mushrooms. The plan is working since January 2004 demonstrating high efficiency. All samples of water that went through



*The Governor of St.Petersburg Valentina Matvienko opened a new object on December 24, 2004*

ultraviolet disinfection correspond to the norms set by "hygienic requirements for surface waters preservation. Use of ultraviolet for processing of sewage has decreased pollution level of Kurortny district beaches and stopped negative effect of chlorine containing reagents on the Finnish Gulf.

We would like to express our gratitude to our friends from Finland and Sweden who helped small Baltic towns to introduce modern technologies, share their experience which will allow to provide guests and residents of our resort town with services that can be compared with services of European countries.

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## The City of Vaasa celebrates its 400th Anniversary in 2006



**Vaasa celebrates its 400th anniversary in 2006. Throughout the whole year different events paying attention to the anniversary will be arranged in the city. The anniversary programme is made in co-operation between the City of Vaasa and associations, enterprises and institutions, which will guarantee an attractive programme.**

Vaasa today represents the educational, cultural and tourist centre of Western Finland. Vaasa is also a multi-facet industrial city offering good possibilities of development especially for the international energy industry.

The city was founded by King Charles IX on October 2, 1606 and gave the town the name of his royal house. Thanks to the sea connections ship building and trade, especially tar trade, was flourishing from the XVII century. During the Civil War, Vaasa was the capital of Finland as a consequence of the occupation of central places and arresting of politicians in Helsinki. That time the senate decided to move to Vaasa. To express its gratitude to the town the senate gave Vaasa the right to add the cross of freedom, independent Finland's oldest mark of honour designed by Akseli Gallen-Kallela, to its coat of arms.

The city severed from the fire in 1852 when a wooden part was burnt. The new town rose in 1862 about 7 km to the northwest from the old town. The town's location at the sea offered good conditions for seafaring. The town plan in the Empire style was planned by Carl Axel Setterberg. In the master plan the disastrous consequences of the fire were considered. Main streets in the new town were five broad avenues which divided the town into sections. Every block was divided by alleys.

In the program, the upcoming events are e.g. the opera that describes the colourful life of the Vaasa-born composer and conductor Toivo Kuula, the Finland-Swedish Song Festival, which gathers almost 6000 singers to Vaasa in the middle of May, the National Folklore Days, which theme is a bilingual native region. A big public festival will be arranged also on 10 August in connection to the Night of Arts, in which many associations are participating. In October in connection to the city's foundation day, 2 October, there will be a special anniversary week. Welcome to Vaasa in 2006!

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42<sup>nd</sup> UBC Executive Board meeting, Luleå, 5 March 2005

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Union of the Baltic Cities (UBC) is a network of over 100 cities from all 10 Baltic Sea 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 ten working Commissions on Business Cooperation, Culture, Environment, Education, Health and Social Affairs, Information Society, 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), the Committee of the Regions 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.