



EUSBSR EU STRATEGY FOR THE BALTIC SEA REGION

Multi-level governance in the European Union
Strategy for the Baltic Sea Region

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Multi-level governance



“An art of cooperation / working together”.

“We all do better when we work together”.



The EUSBSR and multi-level governance (I)



Mutual benefit effect...

The EUSBSR contributes to the improvement of existing structures and reinforces the multi-level governance

An effective multi-level governance is a key to the success of the EUSBSR



The EUSBSR and multi-level governance (II)

- Horizontal Action (HA) “INVOLVE” - Strengthening multi-level governance including involving civil society, business and academia (coordinated by *Region Västerbotten and Kalmar and the Baltic Sea NGO Network*)

Aim - to establish a deepened dialogue between actors at all levels of governance in the Baltic Sea Region on how to jointly tackle future problems and challenges

- Flagship projects focused *specifically* on multi-level governance (for example, maritime spatial planning).

The EUSBSR and multi-level governance (III)

Steering committees / coordination groups:

- For each Priority Area / Horizontal Action;
- Set-up and chaired by Priority Area Coordinator (PAC) / Horizontal Action Leader (HAL);
- Composed of representatives of Member States and other Baltic Sea Region states, where relevant, as experts in the area concerned;
- Meet at least twice a year;
- Support the PACs and HALs in implementation of the tasks.

Multi-level governance and transport

Future INTERREG funded actions (such as BSR TransGovernance) should address the following issues:

- Regions are expected to significantly benefit from enhanced accessibility thanks to TEN-T connections. In turn, how could they make active contributions - content-wise - to the development/implementation/operation of TEN-T corridors?
- “Greening” issues (all aspects relating to a sustainable transport system) as well as the acceptance of major infrastructure projects are a matter of considerable public concern. How could they be dealt with in the most appropriate way in the future TEN-T development and implementation?
- Given the complexity of future TEN-T core network corridors (in terms of modal integration, the link between infrastructure development and services, the inclusion of ITS and innovation, the variety of public and private actors involved) - how could multi-level governance be organised efficiently?



Thank you for your attention.

For more information:

<http://www.balticsea-region-strategy.eu/>

