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**BSR TransGovernance**

Multi-level governance to better align transport policies



## Multi-level governance the key to implementing TEN-T

*The European Commission's annual transport event, the TEN-T Days, was carried out as a massive undertaking in mid-October. Events on both a ferry and a train kicked off the days that culminated in Tallinn where over 1000 participants gathered.*

If one message should be singled out for the upcoming years, it is about the essentiality of the involvement of national, regional and local authorities as well as industry in implementing new TEN-T policy. The key in this interaction is multi-level governance, joint work and sharing knowledge over the administrative borders of decision making levels. These aspects are handled within the BSR TransGovernance project and the partnership is in active and close dialogue with representatives of the Commission in order to transfer as many of the findings as possible.

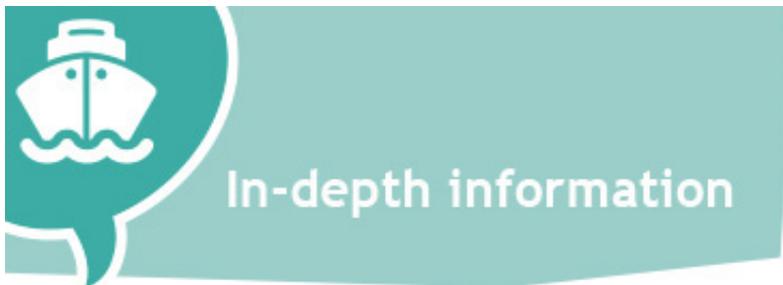
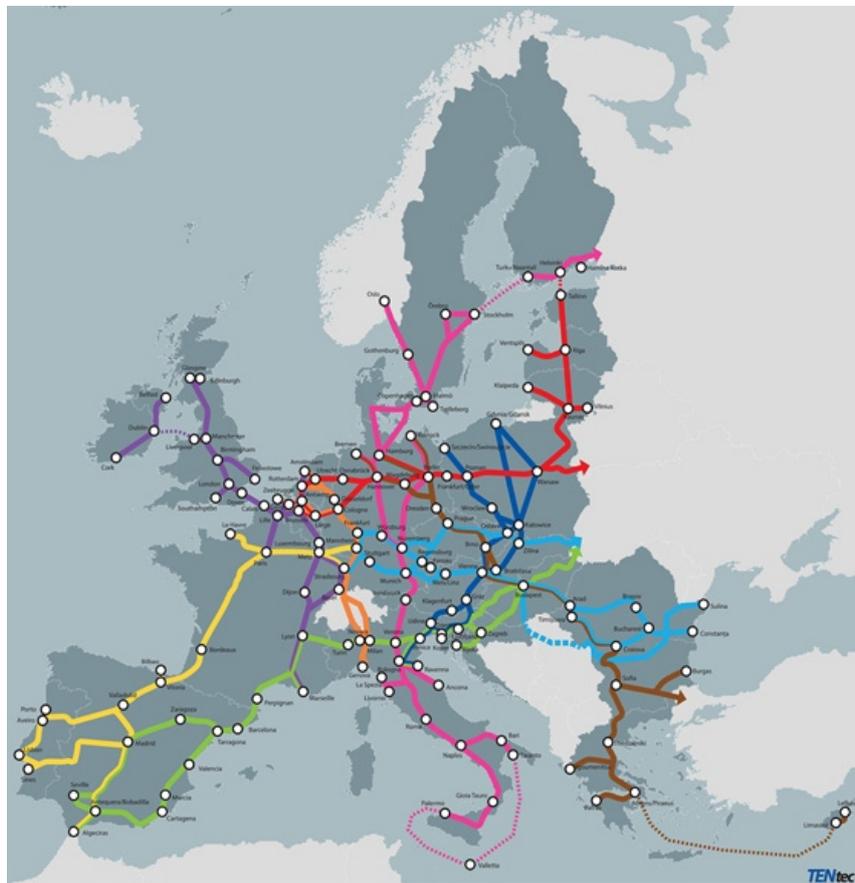
During the presentations and discussions of the representatives at the TEN-T Days it was also clearly stated that regions are new actors in TEN-T between member states and civil society. Regional commitment contributing is deemed crucial to the function of an European network and regions need to be embedded into the political structures for realizing the TEN-T.

The implementation of the Core Network will be facilitated by using a "Corridor Approach". The Corridors will provide the basis for modal integration, interoperability and coordinated development and management of infrastructure. The Corridors will allow investments and infrastructure works to be synchronized and support efficient, innovative and multimodal transport services – including rail services over medium and long distances – to implement the most complicated sections, interoperability and operational rules.

The European Coordinators, overwhelmingly seen as a major guarantee for coordination, cooperation and transparency, are directly linked to the Corridor instrument. They will chair the Corridor Forum that will bring together all stakeholders involved in the respective Corridor.

Corridor studies are being launched now by the Commission and the formal roles of stakeholders being discussed. Regional and local players have to be an integral part of the process.

Read more about the Core Network Corridors [HERE](#).



### Work continues in specific cases

*The BSR TransGovernance project is now through its first year of implementation. The first results are available at the project website ([www.transgovernance.eu](http://www.transgovernance.eu)). These deal with mapping implementation constraints for past transport initiatives and benchmarking European experiences in success factors for transport corridors and trans border integration areas. The first two reports are of a more general nature but the project has been continuing work on a number of specific areas which briefly are be presented here. Further interesting findings will be made public through the remainder of 2013.*

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### Maritime spatial planning and multi-level governance

*Maritime Spatial Planning (MSP) has become the widely acknowledged and necessary tool for coordinating and balancing the spatial use of the sea. PartiSEApate a project in the same programme as BSR TransGovernance addresses these issues in its activities.*

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### **Work continues in specific cases**

The project selected a few showcases based on the vast reference basis availed by: (1) analysis of strategic transport development processes by intergovernmental and other pan-Baltic organisations, (2) identification of BSR subregions with long-lasting and intense territorial cooperation history, (3) study of collaborative process between various governance tiers and the industry leading to joint Motorways of the Sea projects, (4) results of such projects as Baltic Transport Outlook, EWTC II, Scandria and TransBaltic.

The project will analyse and assess implementation constraints for strategic intermodal transport development actions, and propose sustainable solutions based on MLG approaches. It will strive to detect pre-requisites for better linkages between transport policy-making stakeholders at pan-Baltic, national, regional and local governance tiers, find mechanisms to better streamline management and implementation of such strategic processes, and calibrate them with needs and expectations of the business sector.

By examining pas initiatives the project tries to identify critical factors determining their credibility, durability and sustainability. As found out, implementation of several jointly produced action plans, strategies or programmes at all governance levels and territorial scales suffered drawbacks because of a number of reasons. These stem from insufficient human and financial resources for pursuing the agreed activities, unclear designation of roles and responsibilities, shortage of a monitoring mechanism for checking the progress in achieving cooperation aims – to the lack of political ownership, low involvement of the users of transport infrastructure and services, and uncertainty of future market demand.

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### **Maritime spatial planning and multi-level governance**

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The special and sensitive state of the Baltic Sea requires prompt and smart action. With expanding activities such as offshore wind energy parks and growing shipping traffic, an increasing number of users compete for a share of its limited space, which thus becomes scarcer and more valuable. Since nothing can be done to increase the space, stakeholders must plan for its use in a systematic and coordinated way, and this not only for existing uses but also anticipating future needs.

Maritime Spatial Planning (MSP) has become the widely acknowledged and necessary tool for coordinating and balancing the spatial use of the sea. It aims to balance the interests of often competing sectors so that the marine space and resources are used efficiently and sustainably.

By its very nature, MSP requires a multi-level governance approach, as it based on consideration of the interests of the various sectors concerned. These interests are in turn expressed at all governance levels, from individual interests up to those of local, regional, national as well as transnational bodies.

Spatial planning for the sea and spatial planning for the land should also be tightly interlinked, consistent and supportive of each other. Simultaneously, planners need to take into account the basic underlying transnational structures, which are planned at a pan-Baltic level. These should form the backbone of each national or regional MSP. Nature protection areas, grid connections for offshore wind parks, shipping lanes but also blue corridors for fish are classic examples of planning considerations that transcend national borders and should be agreed on through a transnational consultation process.

Maritime Spatial Planning is a new policy instrument. Relatively little practical experience and examples exist on how to satisfy all the requirements necessary to achieve a sustainable MSP: land-sea integration, transnational consultation, ecosystem based approach, stakeholder participation. Therefore, the responsible bodies for MSP throughout the Baltic Sea Region have joined forces within the project PartiSEApate in order to develop a pan-Baltic approach to those topics whose spatial dimension transcends national borders and to develop a concept for an MSP institutional framework and governance model which shall provide input to policy decisions.

Three pilot case areas were chosen in order to test and develop instruments and models for how such MSP multi-level governance mechanisms can be realized in the BSR. The chosen areas are

The BSR TransGovernance project aims to demonstrate how multi-level governance models, tools and approaches can contribute to a better alignment of transport policies in the Baltic Sea Region at various administrative levels and better incorporation of the business perspective.



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