



A selection of finalised projects

Achievements meeting future objectives



European Union



Preface

The Baltic Sea region covers a little less than half of the European Union's geographical space, with a population of about 110 million citizens. Over the last decades, the countries around the Baltic Sea have recognised the mutual benefits from close cooperation, and made remarkable progress towards removing barriers between their separate political and economic systems and their cultural differences. Amber and the Hanseatic League continue to be symbols of common values and good traditions of economic co-operation between the regions. Joint efforts of EU Member States and their neighbouring countries Norway and Russia as well as Belarus have further strengthened the regions' potentials to build durable networks of cooperation.

The Baltic Sea Region INTERREG III B programme is one of thirteen transnational cooperation areas in the European Union. The Baltic Sea programme has several unique features. From the outset, the programme's main political objective was to support deepening cooperation between the five "old" EU Member States Germany, Denmark, Finland, Germany and Sweden and the future four "new" EU Member States Estonia, Latvia, Lithuania and Poland that joined the European Union in 2004. In addition, Norway has traditionally been a close and constructive partner in EU and of course Nordic co-operation. New aspects to the programme were added in 2005 when it was transformed into a "Neighbourhood programme" allowing Russia and Belarus to participate. Partners from these countries received financial support from the EU Tacis programme enabling to participate in joint projects. Being able to combine funding from different EU sources was an important new development, which was the result of a considerable effort by the EU Commission and the programme stakeholders.

'Setting regions in motion' has been the motto of the Baltic Sea Region INTERREG III B Neighbourhood programme. More than 3000 partners from regions, countries, ministries, municipalities and NGO's have been involved by addressing common problems with the ambition to find joint solutions – an impressive number in a sparsely populated area like the North of Europe. All these joint efforts resulted in a total of 129 transnational projects. In this way the programme has set important landmarks, examples of good practice that contribute to making the Baltic Sea region an economically dynamic, knowledge-driven and environmentally-friendly part of Europe.

This brochure presents selected project results achieved with financial support from the Baltic Sea INTERREG III B Neighbourhood programme. The projects are presented in accordance with the four thematic priorities of the new Baltic Sea Programme 2007-2013: innovation, accessibility, Baltic Sea as a common resource and competitive cities and regions.

Approximately 50 INTERREG III B projects have been finalised by now and the remained will come to a close by the end of 2008. The projects give concrete examples of actions on transnational level that contribute to the aims of the Lisbon and Gothenburg strategies: promotion of knowledge-based growth & jobs and sustainable development.

Some examples: Connect Baltic Sea Region (CBSR) project supported 850 companies and created new jobs in knowledge-intensive sectors. SuPortNet II found new ways to combine nature protection and growing boat tourism. Baltcoast developed recommendations for the planning of off-shore areas.

Towards the end of the programme, results from projects lead by partners from the new EU Member States will be available. These projects will be presented in a forthcoming publication.

Personally, I have high expectations for the new, successor Baltic Sea Programme for 2007 – 2013. The new programme will focus on issues that are of major importance for the whole Baltic Sea area and that definitely call for an intervention at transnational level. I hope that the new Baltic Sea programme on the one hand will contribute to a rapid and sustainable economic growth in the area and, on the other hand, will support actions that improve the environmental situation in the Baltic Sea. The present state of pollution and eutrophication is very worrying and I very much look forward to the contribution of the new programme to dramatically diminish these problems.

The new programme aims at bringing dynamics and inspiration to the region. It is now for the programme and project partners to show that the programme can deliver and fulfil the high expectations and that it will help Europe to face the challenges that lie ahead.

Dr Elisabeth Helander
 Director
 DG Regional Policy



Introduction

European cohesion policy helps to reduce regional disparities.

Selected projects

The selection of projects presented in this publication reflect the contributions made to Lisbon and Gothenburg, as well as results achieved with financial support from the Baltic Sea INTERREG III B programme. The publication also provides the reader with a link to the four new priorities of the Baltic Sea Region Programme 2007-2013.

Interaction between European cohesion policy and the Lisbon and Gothenburg strategies

The European Union encompasses 27 Member States, includes 268 regions and houses a population of 492 million. Disparities between European regions are still substantial. Therefore the importance of regional policy has increased. In the future, EU regional policy will face new challenges and opportunities posed by globalisation and technological progress. In order to address these challenges a better interaction between regions, people and the environment are key.

Why do we talk about Lisbon and Gothenburg?

The future of EU regional policy is connected with the overall EU policy priorities. Since 2000 and 2001 the Lisbon and Gothenburg strategies have been on the EU agenda. Lisbon focuses on growth and jobs, while Gothenburg sets the directions towards sustainable economical development. Both go hand in hand to achieve the overall aim of Europe to be more competitive and become a world leader in innovation. Cohesion policy is the primary financial instrument used to implement these strategies. In that way Lisbon, Gothenburg and cohesion policy are interlinked and based on the same principles: economy, society and environment.

Setting regions in motion

Cooperation between regions and cities is the backbone of development. Further integration of both strategies into regional policy will help to take actions down to the local and regional level. INTERREG programmes have already proved the necessity as well as the efficiency of this approach and provide good examples and success stories.

The Baltic Sea INTERREG III B Neighbourhood programme has contributed to sustainability, increase in human capital, investments in infrastructures and management of natural resources, which form the European



objectives to create jobs and growth and a better quality of life. Therefore, this brochure provides an overview of current achievements and how this links into the new priorities of the Baltic Sea Region programme 2007-2013.

The selected projects illustrate innovative and tangible results with transnational value and long-term growth potential. Yet every one of 129 projects part-financed by the Baltic Sea INTERREG III B programme is of great value in reducing the regional disparities in the Baltic Sea region. All selected projects started before 2004. Russian and Belarusian partners received funding starting from 2005. Since then about 146 Russian and Belarusian organisations are taking part in 27 projects. The new programme will provide even a broader platform for participation of Russian and Belarusian partners by providing support to specific activities that are of high relevance for Russian and Belarusian cooperation.

EU Lisbon strategy = economic growth & employment

Started: 2000

Renewed: 2006

Aim: "To make the EU the most competitive and dynamic knowledge-based economy in the world, capable of sustainable economic growth with more and better jobs and greater social cohesion"

Actions:

- more investment in education and research
- more support for small and medium-sized businesses
- higher employment rates
- common EU energy policy

EU Gothenburg strategy = sustainable development

Started: 2001

Renewed: 2005

Aim: A better quality of life for everyone

Actions:

- combat climate change
- ensure sustainable transport
- address threats to public health
- manage natural resources
- combat poverty and social exclusion
- ageing population



Fostering innovations

Project in keywords:

- Tool: springboards to link entrepreneur's ideas and investors
- Instrument: established and strengthened "Connect" network

CBSR Connect Baltic Sea Region

The gap between an entrepreneur's idea and a potential investor's money is very often the result of underdeveloped business plans. Connect Baltic Sea Region (CBSR) reduced this distance and helped the entrepreneurs to develop business plans that attract venture capital.

The project stimulated the creation of new firms and jobs in knowledge intensive sectors by linking entrepreneurs and innovators with research & development (R&D), service providers and venture capitalists. In addition "Connect" organisations and networks in Norway, Sweden, Denmark, Finland, Estonia, Latvia, Lithuania and Germany were established.

To support entrepreneurs CBSR created an arena for evaluating business plans, known as springboards, for more than 850 participating companies. This tool gave the entrepreneurs the chance to validate their business plans in panel debates using the voluntarily help of experts working in various business sectors, such as R&D institutions and service sector companies. In total, 1227 springboards and pre-springboards were organised focusing on 1227 business plans.

To strengthen the Baltic Sea area as a macro region CBSR established regional "Connect" organisations to support and administer networks between entrepreneurs, service providers and experts. For example, the network "Connect Nordic" was established and will continue to work beyond the project as an umbrella organisation securing transregional/transnational cooperation for business development and release of R&D potential. A considerable number of member companies, sponsors and organisations as well as networks of 4300 experts in the various regional "Connect" organisations were involved. A vision for Connect in 2010 was developed.

The project also proved that a well organised project is able to raise money to support its activities in the long-run.



CBSR is followed by CBSR+ which focuses on developing Connect in new Member States and countries bordering the Baltic Sea area. National public funds have realised the importance of the "Connect" networks and therefore have supported their further development.

- www.connectnorge.org
- www.connectsverige.se
- www.connectdenmark.com
- www.connectlatvia.lv
- www.connectestonia.ee



Insight into the future

Fostering innovations



Objective:

to advance innovation-based regional development through the support of the innovation sources, facilitation of transnational transfer of technology & knowledge, in particular targeted at SMEs and to strengthen the capacity of people for absorbing new knowledge

Possible outcome:

strategies, action plans, good practice solutions, creation of new business opportunities, investment proposals and direct investments

- Lead Partner, country: Oslo Teknopol IKS, NO
- Project period: June 2002 - August 2005
- Duration of month: 39
- Total eligible INTERREG III B budget spent: 2,36 million
- ERDF+Norway funding paid: 1,18 million
- Norwegian national funding: 0,83 million
- Number of project partners: 26

Fostering innovations

Project in keywords:

- Cluster Analysis: basis to design a strategic approach to promote inward investments
- Making cities more attractive for the business community

COMPASS Competitive Alternatives for Sustainable Private Sector Investments in the Baltic Sea Region

Inward investment is the main driving force for regional development, but the question, how to best attract these investments, still remains. Therefore it is crucial to identify growth industries and industrial clustering patterns in the regions and to evaluate business location decisions.

As a joint initiative of economic and business development agencies in Denmark, Finland, Germany and Sweden COMPASS concentrated on developing hands-on knowledge and supporting IT tools for inward investment promotion. Areas of research included the development of a practical approach to Cluster Analysis, the evaluation of site selection factors for growth industries, the importance of cost competitiveness in international facility location projects as well as benchmarking of potential investment sites in the participating countries.

COMPASS started with an evaluation of existing industrial clusters and their potential for further development. As a result local economic investors can easily produce their own cluster analysis.

To form the basis for sustainable private sector investments COMPASS identified 280 site selection factor studies for the Food Industry, Media Industry, Metal Industry, Logistics, Health Care, Call Center, and Shared Service Centers. In addition a process for comparison of business cost between different regions, IT tools to support cost comparison studies and a process to track potential investors were developed.

To strengthen the competitiveness an IT-tool in the form of a database for six different cluster analysis areas, including, health care cluster, forestry-based cluster or media and IT cluster and regional cluster analysis for Kotka (Finland), Luebeck (Germany), Naestved (Denmark) and Skurup/SÖSK (Sweden) regions were produced. All cluster



analysis have the same approach so the results can be compared. Common IT supported electronic fact books for local and regional economic development and an evaluation and analysis of enterprise-level investment flows in the Baltic Sea region using a geo information system were also produced.

The results of the project are practical tools, which help public authorities to identify concrete investment possibilities in regions and make cities more attractive for the business community.

www.regionomics.de



Insight into the future
Fostering innovations



Expected investments:

- support structures for SMEs
- technical infrastructure to improve performance of innovation sources (e.g. applied industrial research)
- educational infrastructure
- new and broadly applicable technologies for SMEs



Lead Partner, country: LÜBECK Business Development Corp., DE
 Project period: June 2002 - December 2004
 Duration of month: 24
 Total eligible INTERREG III B budget spent: 0,54 million
 ERDF+Norway funding paid: 0,27 million
 Number of project partners: 8

COMPASS – Competitive Alternatives for Sustainable Private Sector Investments in the Baltic Sea Region

External and internal accessibility

Project in keywords:

promoting a comprehensive system of high quality transport and transport related services in the South Baltic Sea area

Baltic Gateway Integrating the Seaways of the Southern Baltic Sea into the pan-European Transport System

The flow of passengers and goods has increased dramatically in the South Baltic Sea area: Klaipeda, Kaliningrad, Pomerania, West Pomerania, Warmia-Masuria, Mecklenburg-Vorpommern, Schleswig-Holstein, Storstrøm, Skåne, Blekinge and Kalmar region. However, existing infrastructure and transport solutions are not ready to manage the growth in an efficient and sustainable way.

In the Baltic Gateway project, regional and local authorities, ports, transport authorities and private stakeholders in seven countries, joined forces to develop a common transport strategy. The strategy addresses, for example, efficient use of rail, road and short sea shipping services in the region.

A unique priority list of transnational investment projects - Baltic Gateway Quick Start Programme - was agreed by regional political leaders. It recognised that an efficient and sustainable transport system in the South Baltic Sea area requires capacity building in transport and logistics, improvements of intermodal hubs and investments in hinterland connections. As a result the political co-operation in transport and regional development was initiated on the axes: Copenhagen-Ystad-Swinoujscie-Wroclaw, Copenhagen-Blekinge-Klaipeda-Minsk and Copenhagen-Gedser-Rostock-Berlin.

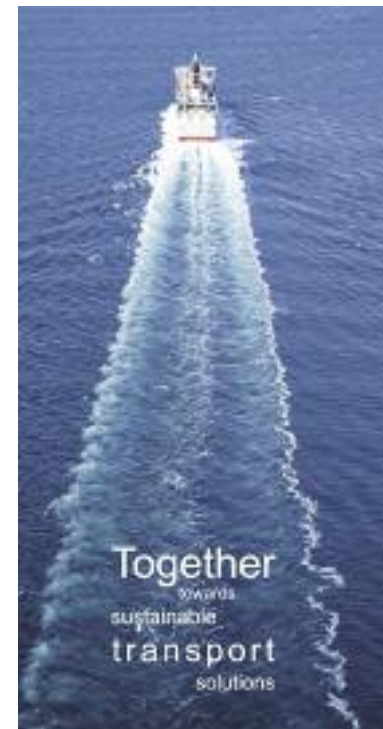
After the bottlenecks for three corridors were identified- Øresund-Gedser-Rostock-Berlin, Copenhagen-Ystad-Swinoujscie-Wroclaw, Copenhagen-Blekinge-Klaipeda-Vilnius - concrete investments were prepared. For example, the installations of road telematics (e.g. tools used to manage the road system) for variable speed limits on road E22 were implemented in region Blekinge in Sweden. Studies on cross-docking centre in Lübeck-Travemünde resulted in an offer of private investment.



To strengthen transport and regional development reports on future transport trends, the sea transport infrastructure, and the development of traffic flows in specific corridors were produced and communicated.

Baltic Gateway project managed to achieve also the spin-off effects leading to new INTERREG initiatives like Baltic Gateway PLUS and East-West Transport Corridor. This is a good example of strong political co-operation at the regional level.

www.balticgateway.se



Insight into the future
External and internal accessibility



Objective:

address imbalances in transport and lower barriers for smooth transport of goods and passengers

Possible outcome:

feasibility studies, action plans, practical solutions, investment proposals and direct investments



Lead Partner, country: **Region Blekinge, SE**
 Project period: **March 2003 - June 2006**
 Duration of month: **39**
 Total eligible INTERREG III B
 budget spent: **2,13 million**
 ERDF+Norway funding paid: **1,13 million**
 Number of project partners: **38**

Baltic Gateway - Integrating the Seaways of the Southern Baltic Sea into the pan-European Transport System

External and internal accessibility

Insight into the future External and internal accessibility



Expected investments:

- transport links improving coherence and interoperability of national transport networks in the BSR
- ICT solutions unlocking accessibility of peripheral and rural areas in the BSR
- bottlenecks hampering integration of areas along a concrete transport corridor (transnational development zone)

STBR SUSTAINABLE TRANSPORT IN THE BARENTS REGION



Project in keywords:

- strengthening cooperation in transport planning in the Barents region
- helping decision makers, planners, authorities and companies to see the Barents region as a single transport area

Barents Region consists of 13 sub-regions in four countries: Norway, Sweden, Finland and Russia. The region has a large area and low population. Its economic activities are located in few central areas, which are wide apart and poorly connected with each other. Industry and business face the situation where markets are far away, distances long, and most importantly, transport costs high.

Several national transport systems, supported by the governments, are operating in parallel on the national level, which creates a strong isolating frontier effect for cross-border cooperation. The solution would be to establish good transport sector cooperation within the region and create a common view about the needs that eventually lead to a more compatible interregional transport system.

Cooperation in transport planning had to be developed. The STBR project improved region-wide transport infrastructure and services, eliminated the effects of borders and poor infrastructure, treated regions as a single transport area and encouraged the authorities to jointly plan the region's transport infrastructure and services.

To improve region-wide transport infrastructure in the long-term STBR produced basic building blocks for future work in transport development and built multi-na-

tional networks – within and between authorities, stakeholders and experts. The best concrete example is the “Barents Seaport Co-operation Forum” that resulted in the founding of the Barents Port Association.

STBR compiled extensive databases of the characteristics and details of the Barents transportation system – the information that the partners did not have before. As a result 16 sub-projects were carried out in road transport, aviation, rail, maritime and logistics sectors. A wealth of information was accumulated and analysed.

STBR was used as a stable platform for the subsequent STBR II project, which takes the next step in the process of creating a joint transport system for the Barents Region to a more concrete level.

www.barentsinfo.org/stbr



Lead Partner, country: County Administration of Norrbotten, SE
 Project period: March 2003 - January 2006
 Duration of month: 34
 Total eligible INTERREG III B budget spent: 2,01 million
 ERDF+Norwegian funding: 1,33 million
 Norwegian funding: 0,23 million
 Number of project partners: 11



STBR – SUSTAINABLE TRANSPORT IN THE BARENTS REGION

Baltic Sea as a common resource

Project in keywords:

Many of Europe's coastal zones face problems of deterioration of their environmental, socio-economic and cultural resources. Integrated Coastal Zone Management (ICZM) is the Europe's answer to this.

BaltCoast Integrated Coastal Zone Development in the Baltic Sea

An increase in seaside and landside activities without comprehensive strategies and co-ordination between involved stakeholders has led to conflicts between nature protection and economic development. The BaltCoast project addressed this issue by promoting economic development, urban expansion and nature protection simultaneously.

BaltCoast developed clear recommendations for the spatial planning in off-shore areas and its integration with land-use planning procedures. The plans for coastal waters were prepared around Greifswalder Bodden, Wismar Bay and Kalmar County.

A joint recommendation on the role of spatial planning within integrated coastal zone management (ICZM) called "Sea-Use-Planning" was integrated into the respective national ICZM strategies of Germany, Sweden, Finland and Poland. The recommendation was integrated into the work of the main pan-Baltic organizations like VASAB 2010 and Baltic 21. In addition it was used for a new project "Plan-Coast" in the CADSES Programme that will implement the Sea-Use-Planning also in the Adriatic Sea and the Black Sea.

To have a better overview on the current state and future plans of offshore activities BaltCoast generated an information system on offshore activities in all Baltic Sea states and coordinated exchange of the data in GIS format. As a result suitable areas for the offshore wind power in Denmark, Sweden, Finland and Germany were identified, a tourist port was developed around the lake in Rügen, environmentally sound design for shelter was developed in Denmark and a water channel was built in Kalmar County (Sweden). These are just few of results contributing to the costal zone development in the Baltic Sea region.



BaltCoast has lead to sustainable management of the sea as a common resource, created new job opportunities through investments for tourism and encouraged young people to stay in their areas.

<http://www.eucc-d.de/baltcoast2004/>



Insight into the future
Baltic Sea as a common resource



Objective:

improved management of Baltic Sea resources in order to achieve better environmental state e.g. joint transnational solutions addressing the pollution of the Baltic Sea and sustainable management of the sea as a common resource

Possible outcome:

joint strategies and policy approaches, action plans, examples of good practice solutions, concrete investment concepts

BaltCoast – Integrated Coastal Zone Development in the Baltic Sea

Lead Partner, country: Ministry for Labour, Building and Regional Development of MV, DE

Project period: July 2002 - September 2005

Duration of month: 39

Total eligible INTERREG III B

budget spent: 2,19 million

ERDF: 1,39 million

Number of project partners: 25

Baltic Sea as a common resource

Project in keywords:

local decision support system including thematic maps of risk areas in Stockholm, Helsinki, Pärnu, Gdansk and Vorpommern

SEAREG Sea Level Change Effecting the Spatial Development in the Baltic Sea Region

Climate change has led to the rise of sea levels and changing runoff patterns of rivers in the Baltic Sea region. This can lead to major flooding, soil and water pollution, for example, in the Gdansk and Pärnu areas.

In order to assess the impact of rising sea levels in the Baltic Sea Region, SEAREG developed a decision support system called the Decision Support Frame (DSF). The Decision Support Frame is available on a webpage www.gtk.fi/slr. DSF shows the effects, assesses the impacts and discusses vulnerability aspects of sea level changes in regions and local areas. The four sections of the tool Discussion Platform, Knowledge Base, Modelling & GIS Applications and Vulnerability Assessment, allow users to study the impacts of rising sea levels in other areas of the Baltic Sea region. The DSF will be developed further and will gain popularity as more people are informed and more knowledge is continuously incorporated into this dynamic tool.

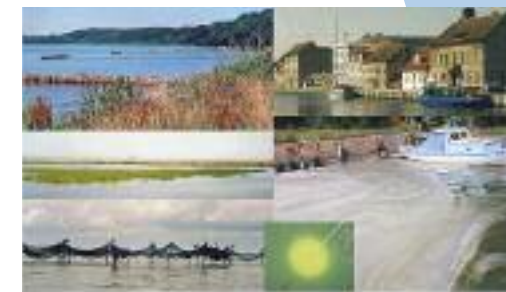
The Decision Support Frame is a practical support tool for local and regional planners. It transforms existing data sets from natural scientific research projects into an applicable format for spatial planning.



In addition SEAREG produced three general overview maps demonstrating **sea level change scenarios in the Baltic Sea region in the 21st century** as well as regional and local sea level rise effect maps and storm surges in all case study areas. The results of SEAREG are taken into account in future planning strategies in partner countries.

The project has initiated a follow-up project, ASTRA, which investigates further impacts of climate change in the region to support the development of climate change adaptation strategies. For more information please see www.astra-project.org.

www.gtk.fi/projects/seareg and www.gtk.fi/slr



Insight into the future
Baltic Sea as a common resource



Expected investments:

- improvement of marine safety (e.g. technical equipment of rescue ships, enhancing effectiveness of reaction in case of accidents etc.)
- aiming at the reduction of land-based pollution

Lead Partner, country: Geological Survey of Finland, FI
 Project period: June 2002 - April 2005
 Duration of month: 34
 Total eligible INTERREG III B budget spent: 1,34 million
 ERDF+Norway funding paid: 0,73 million
 Number of project partners: 15

SEAREG – Sea Level Change Effecting the Spatial Development in the Baltic Sea Region

Attractive and competitive cities and regions

Project in keywords:
increasing attractiveness of harbour networks for pleasure boats in the Baltic Sea Region

SuPortNet II Sustainable Spatial Development with a Network of Ports for Boat Tourism

The Boating tourism industry generates employment and income for major parts of the Baltic Sea region, particularly in small harbour communities that have lost their traditional sources of income. Yet, boat tourism can be a threat to nature, especially to coastal areas due to hazardous waste.

SuPortNet II found ways to protect nature in spite of growing boat tourism, integrating boat harbour development into urban and regional planning and promoting private-public partnership.

Project partners carried out technical harbour planning in Putbus, Gustow, Göhren, Klütz, Schwedt, Stralsund and Greifswald in Germany, as well prepared a spatial concept for the future development of the harbour network for pleasure boats on the coast of Mecklenburg Western Pomerania. For Narva river marinas (Estonia) and marinas on the Russian islands as well as for the Lithuanian inland waterway pre feasibility studies were prepared. In Lithuania a council of municipalities along the Nemunas River was established. The council will monitor the development of water tourism in the region.

SuPortNet II developed a system of easily recognisable symbols that represent technical, sanitary and tourism equipment for sport boat harbours. The system is recognised in the whole Baltic Sea area. To make it more attractive for boat tourists' information on harbours, toilets, waste stations, shops, services, walking paths, hospitals, tourist information and museums has been presented on an interactive maritime atlas.

In total SuPortNet II involved more than 40 sub-projects in information technology, environmental issues, mapping and other topics related to boat tourism. To improve common marketing of marinas and boating



SuPortNet

regions in the BSR more than 3.500 harbours from Germany, Denmark, Norway and Sweden registered at the harbour info system.

In order to promote environmentally friendly boat tourism a recommendation for waste water treatment was developed. The recommendation deals with, for example, waste water handling on boats, alternative treatment of hazardous waste, criteria for Blue flag and Eco lighthouse for environmental certification of harbours and others. This will help to secure common standards in storing on-board, collecting and disposing of waste water and garbage.

SuPortNet II proved that public sector can get more involved and help protect the environment, especially fragile areas, by introducing and developing legislations and regulations. As a result conditions for private sector and tourists are directly improved as well. At that time, the project had already facilitated the involvement of the partners from new Member States made possible by PHARE funding.

SuPortNet II worked together with Baltcoast project on nature protection and tourist development issues in the Greifswalder Bodden (Germany).

www.suportnet.org; www.suportnet.com



Insight into the future Attractive and competitive cities and regions



Objective:

policy making for sustainable urban and regional development to make Baltic Sea region cities and regions more competitive on a European scale

Possible outcome:

joint strategies and policy approaches, action plans, example and good practice solutions, created new business opportunities, investment proposals and direct investments



Lead Partner, country: County Council of Østfold and Oslofjord, NO

Project period: December 2001 - January 2005

Duration of month: 37

Total eligible INTERREG III B budget spent: 2,29 million

ERDF+Norway funding paid: 1,53 million

Norwegian national funding: 0,72 million

Number of project partners: 19

SuPortNet II – Sustainable Spatial Development with a Network of Ports for Boat Tourism

Attractive and competitive cities and regions

Project in keywords:

- promoting a sustainable balance of interests, functions and resources in the entire metropolitan region
- metropolitan regions around the Baltic Sea will sharpen their profiles in order to partake in the European competition
- metropolitan engines: polycentric sharing of potentials to promote less dynamic regions

MA+ Metropolitan Areas+. Network of Regional Systems of metropolises in the Baltic Sea Region - Strengthening of Competitiveness by Sustainable Development

Baltic Sea region strives for a top position in the European ranking for growth and competitiveness. Six metropolitan areas of Oslo, Warsaw, St.Petersburg, Vilnius, Stockholm and Berlin and their surrounding regions worked together on perspectives for polycentric development and promotion of a sustainable balance of interests, functions and resources in the entire metropolitan region.

MA+ concentrated mainly on two areas: polycentric land use & transportation policy and the development and marketing of polycentric regions.

In order to attract more businesses, inhabitants and visitors to peripheral, but concentrated towns and suburban areas like Neuruppin (Brandenburg), Eastern Norway counties, Sundbyberg and Huddinge (Stockholm county), Bielany and Bialoleka districts of Warsaw, as well as Kudrovo (Leningrad Oblast) case studies on improvements of connectivity via public transport and ring roads were done. For example, Warsaw developed methodology for public transport planning and Neuruppin analysed a shorter travel time via a restructured rail link to reach the city centre of Berlin. Another example is Oslo Akershus, where a polycentric structure was developed, that is based on regional train services and concentrated urban development around the stations.

MA+ findings convinced local municipalities to take further actions. For example, Stockholm and Sundbyberg plan to include the municipality of Solna (Sweden) when preparing for regeneration and new exploitation of a vast area along the municipalities' borders including transport infrastructure (railroad, light rail, regional and local roads)



shopping malls, green and blue structures, environmental issues, housing and workplaces.

MA+ results of the SWOT analysis carried out for Berlin-Brandenburg were directly included into the new political vision for the Capital Region Berlin-Brandenburg and concepts for urban development. For example, the development of Berlin Südkreuz area was strongly connected to the Berlin World Soccer Games 2006 and insured investments in the railway station and neighbouring areas.

Other results are joint local business associations formed by Stockholms, Huddinge community, including IKEA, Heron City, CentrumKompaniet and other real estate owners that will further work on developing the local market places.

These are just some examples demonstrating how metropolitan regions worked together with public and private partners to develop common solutions in order to strengthen the metropolitan area in the BSR.

Project MA+ is one more example of co-operation and interdependence with other INTERREG projects, especially with Baltic Palette II, MECIBS and Baltic Sea Rail.

<http://www.metropolitan-areas.net/>



Insight into the future Attractive and competitive cities and regions



Expected investments:

- business services at the BSR level e.g. with particular attention to economic development, use of bio-mass and energy saving
- activities promoting increased attractiveness of natural and cultural business environment and improved social cohesion



Lead Partner, country: Joint Spatial Planning Department of Berlin and Brandenburg, DE

Project period: March 2003 – March 2006

Duration of month: 36

Total eligible INTERREG III B

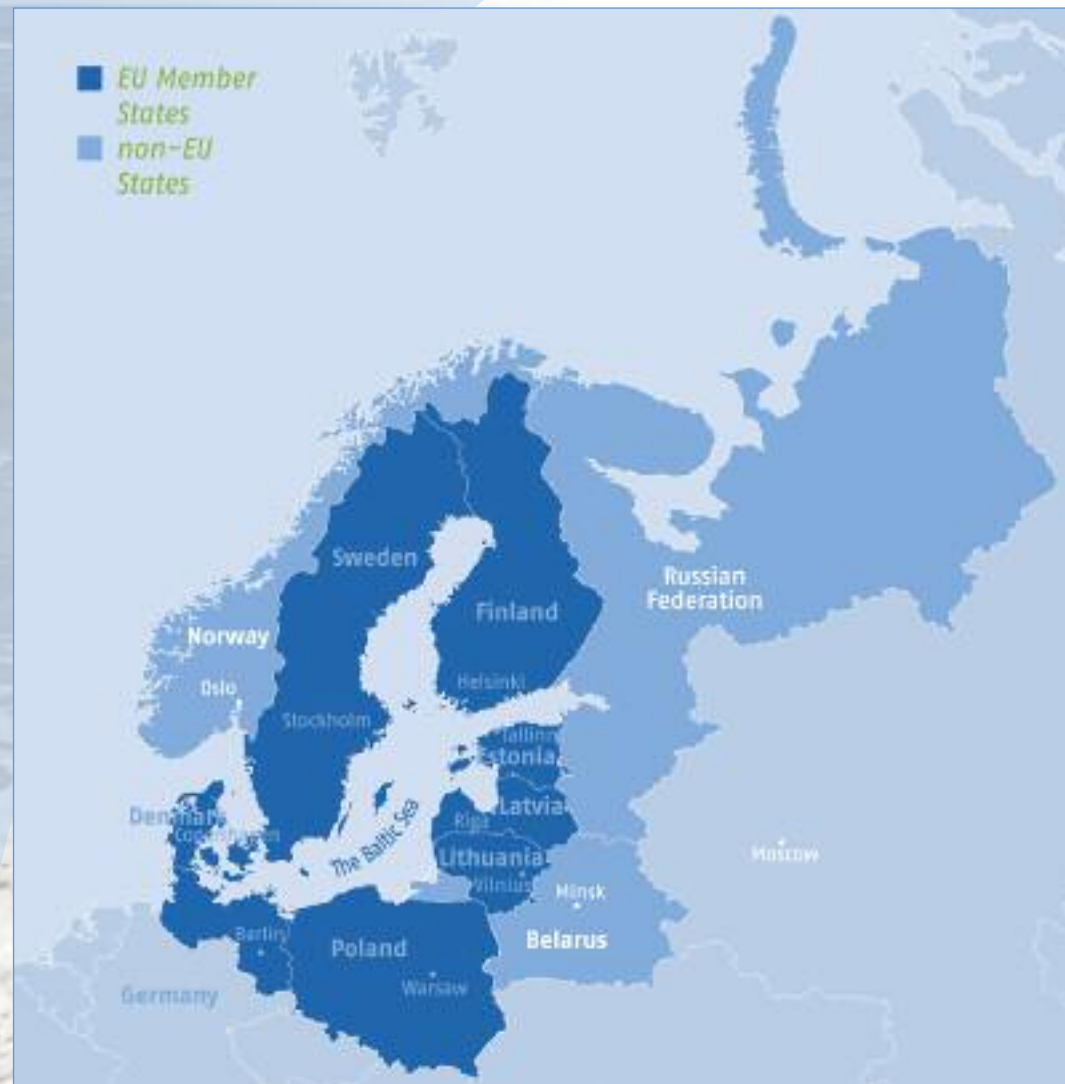
budget spent: 1,59 million

ERDF+Norway funding paid: 0,91 million

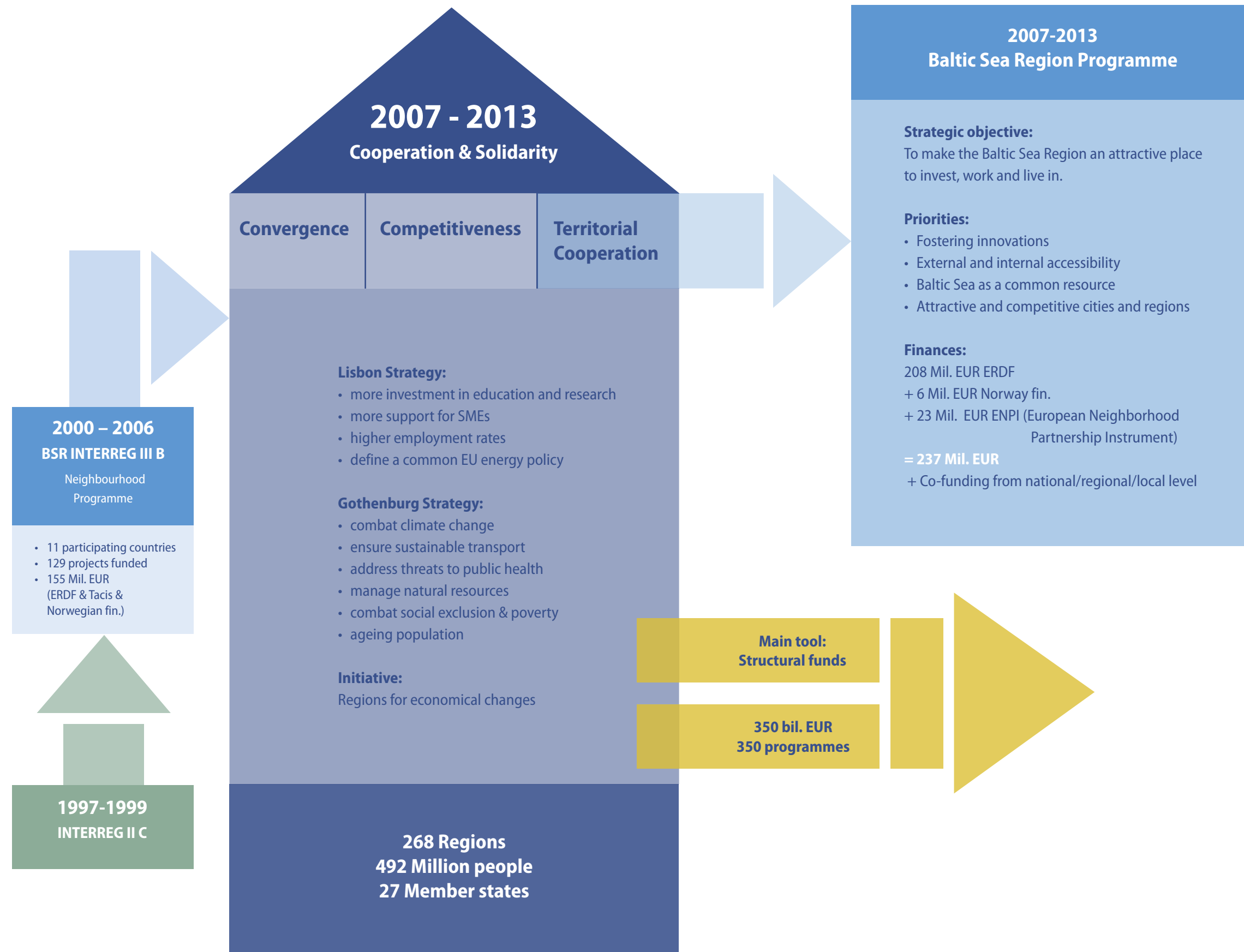
Norwegian national funding: 0,24 million

Number of project partners: 24

Baltic Sea Region Programme area 2007- 2013



EU Regional Policy



Insight into Baltic Sea region

- The eligible Baltic Sea region programme area covers approx. 2.4 million km² what equals almost half of the area of the EU
- Population of 110 million amounts to 23% of EU population
- Average population density: about 46 inhabitants/km (EU 112)
- Aggregated GDP is about 16 % of the total EU value
- One of the most innovative regions in EU
- One of most richest regions with natural resources in EU

New priorities for 2007 - 2013



Fostering innovations

Internal and external accessibility



Baltic Sea as a common resource

Attractive & competitive cities and regions



eu.baltic.net



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European Union

Editing: Joint Secretariat
Design: Silke Schilling
Printed: Stadtdruckerei WEIDNER
 Printed in May 2007
Photos: (S.25) fotolia.de, photocase.de