



# GDYNIA.

## Urban / transport node in the Baltic Adriatic Corridor

*Improving the growth and prosperity potential of the Gdynia port and city area*



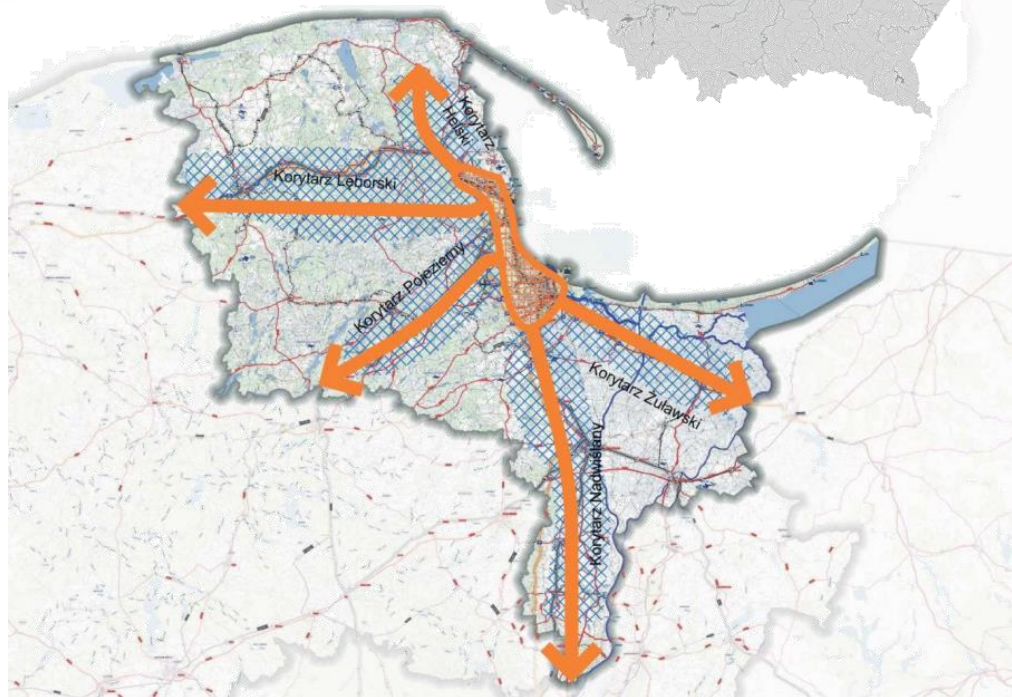
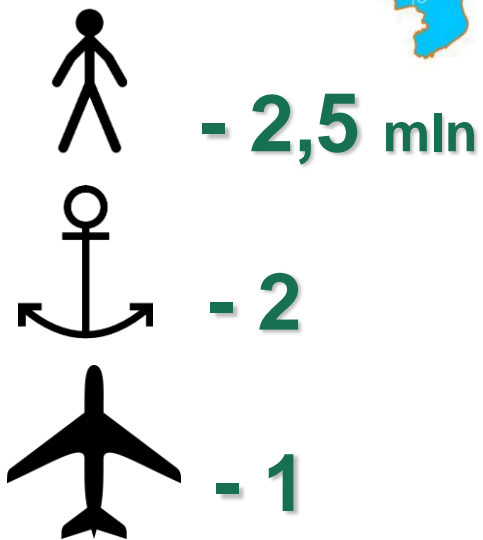
Michał Tuszyński, Ph.D.  
4th April 2019 r.



EUROPEAN  
REGIONAL  
DEVELOPMENT  
FUND



# MEGA Gdańsk – Gdynia region





# BALTIC SEA REGION TRADE PERSPECTIVE 2030

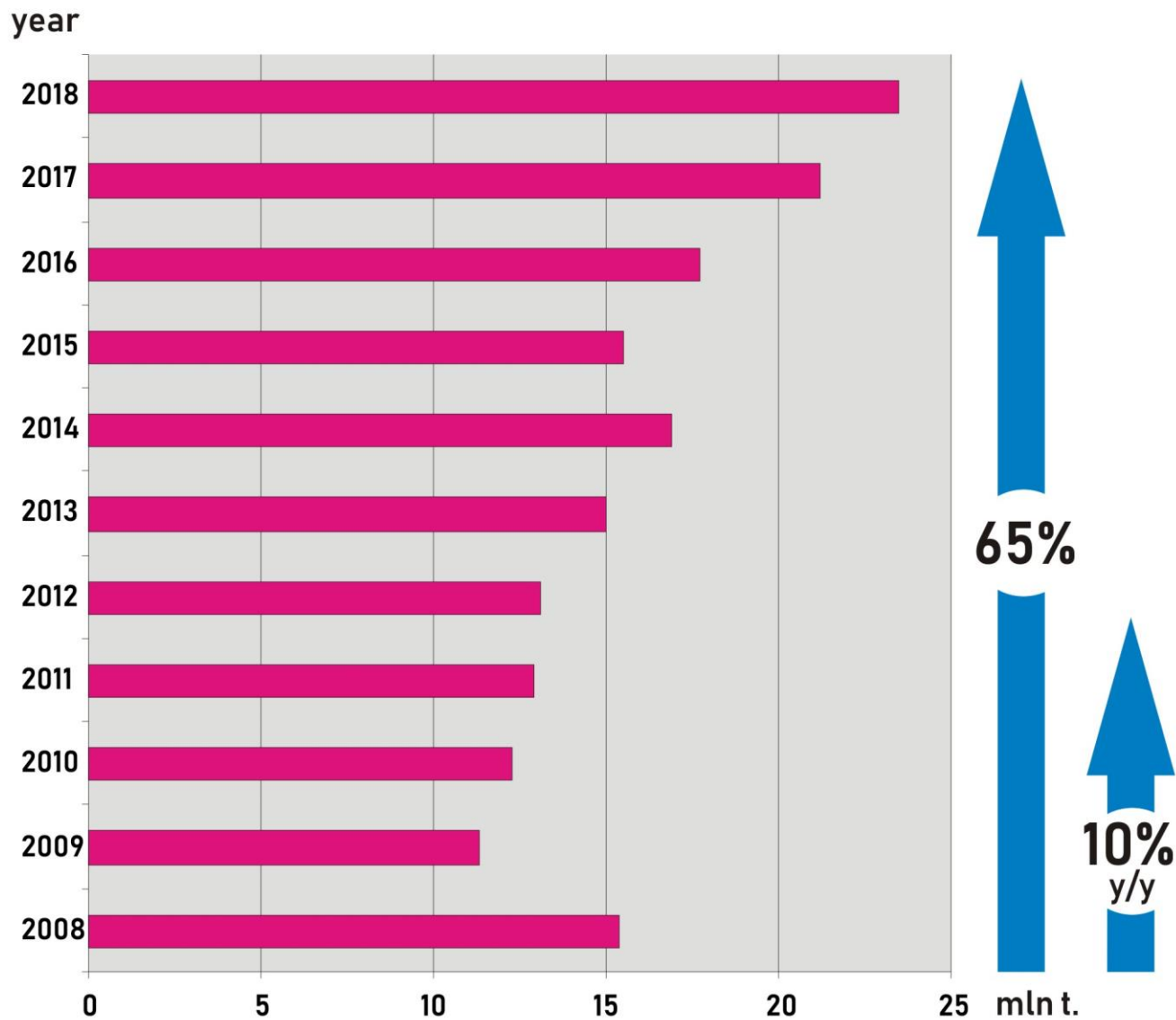
## (BALTIC TRANSPORT OUTLOOK 2030)



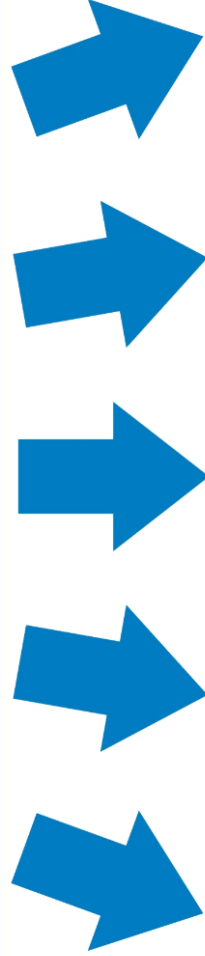
*The largest growth rates at St. Petersburg region, the Kaliningrad region and by the Gdynia – Gdansk region with growth rates of above 80 %.*

*A second category with high growth rates can be identified consisting of Skane region and Gavleborg lan together with the Stockholm region, having a forecast growth rates in the range of 60 – 80 %.*

# GDYNIA PORT RAPID VOLUME RISE



urban - sprawl



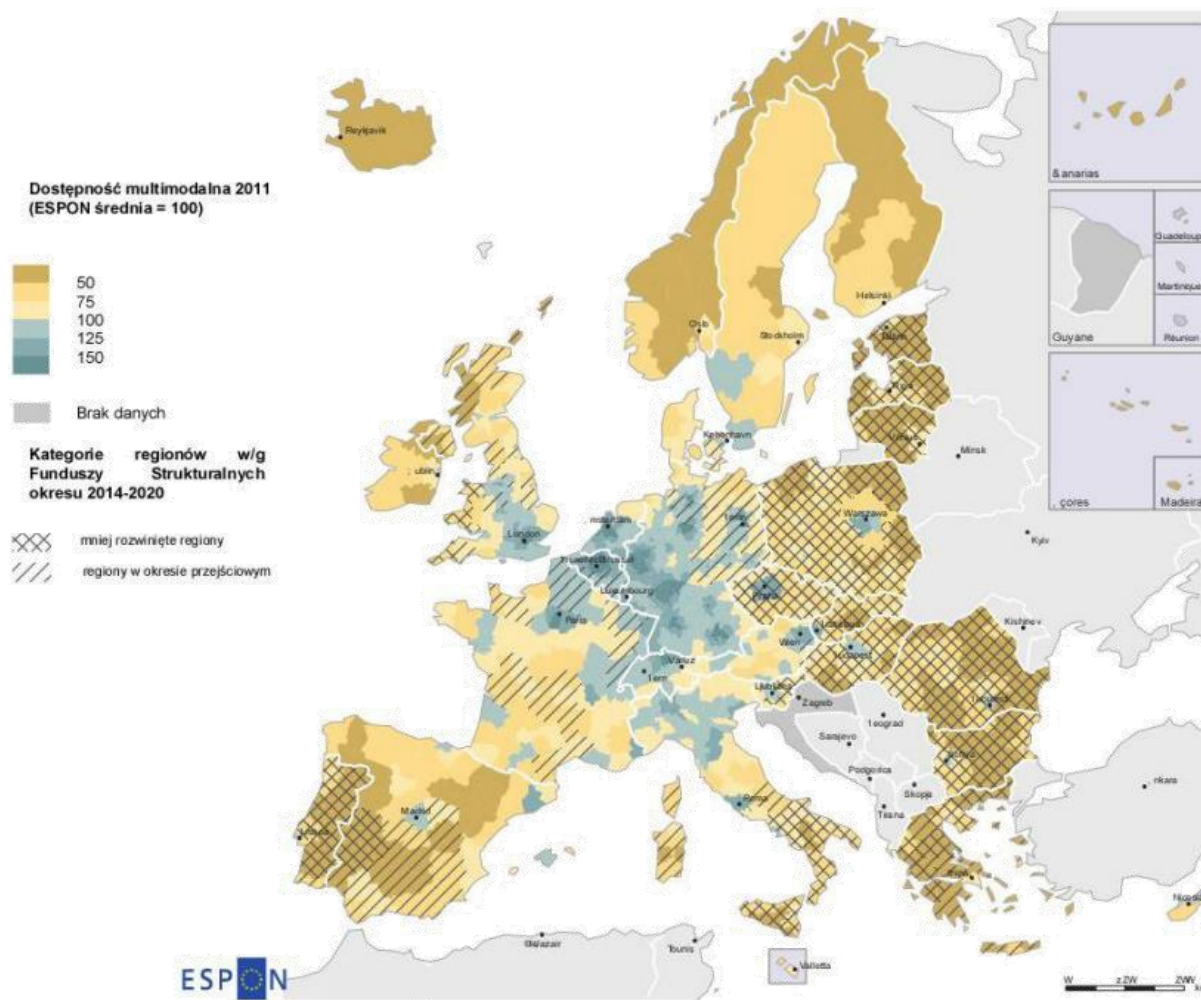
Gdynia Port's turnover rapid rise (10 % per annum)



„The White Paper also acknowledges that there remain substantial divergences, in terms of transport infrastructure, between Eastern and Western parts of the Union.

Those divergences need to be tackled in order to achieve a fully integrated European transport infrastructure network.”

*Regulation (EU) No. 1315/2013 of the European Parliament and of the Council.*



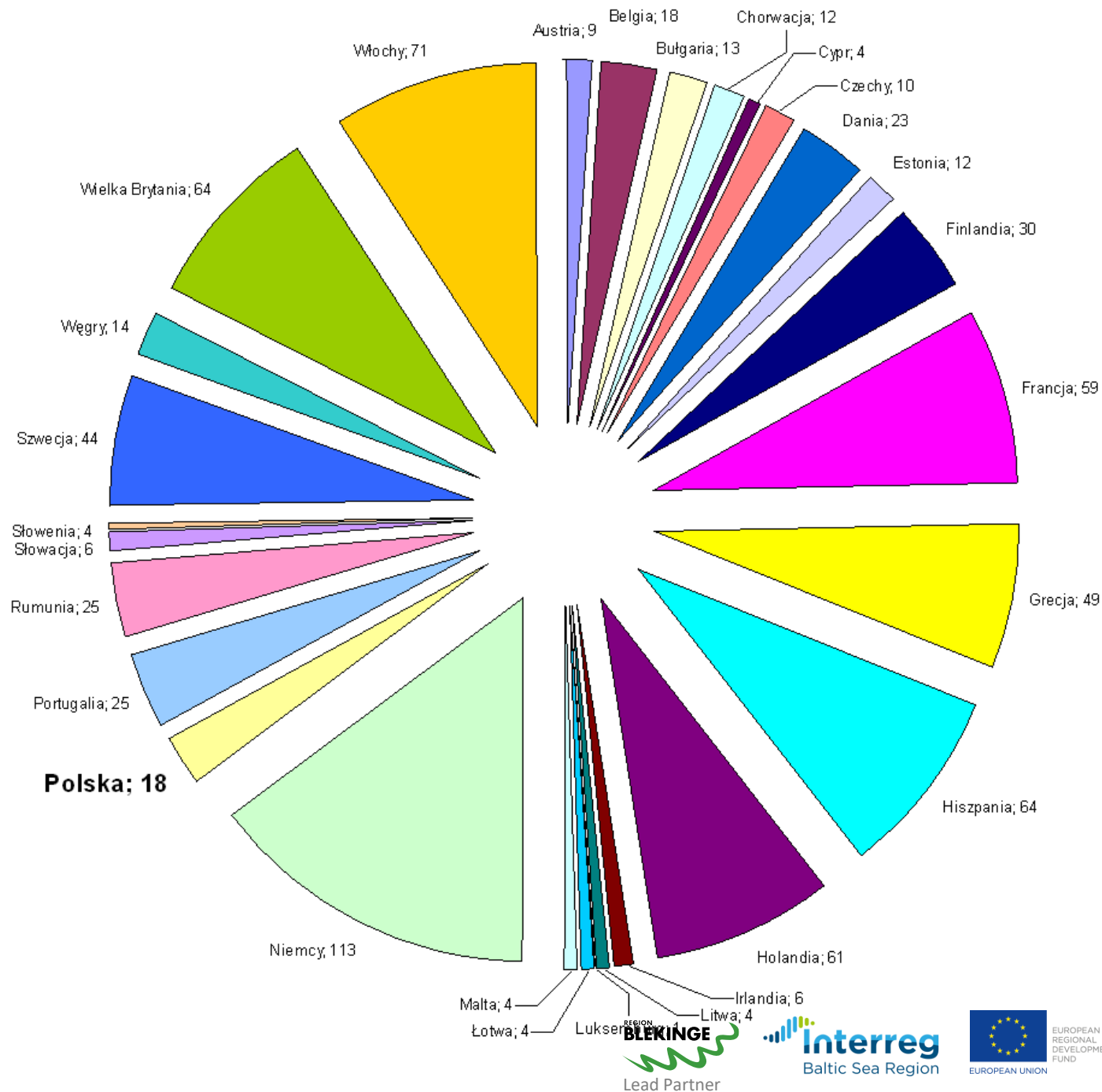






## Number of TEN-T transport nodes by country

|                 |           |
|-----------------|-----------|
| Luksemburg      | 1         |
| Cypr            | 4         |
| Litwa           | 4         |
| Łotwa           | 4         |
| Malta           | 4         |
| Słowenia        | 4         |
| Irlandia        | 6         |
| Słowacja        | 6         |
| Austria         | 9         |
| Czechy          | 10        |
| Chorwacja       | 12        |
| Estonia         | 12        |
| Bułgaria        | 13        |
| Węgry           | 14        |
| Belgia          | 18        |
| <b>Polska</b>   | <b>18</b> |
| Dania           | 23        |
| Portugalia      | 25        |
| Rumunia         | 25        |
| Finlandia       | 30        |
| Szwecja         | 44        |
| Grecja          | 49        |
| Francja         | 59        |
| Holandia        | 61        |
| Hiszpania       | 64        |
| Wielka Brytania | 64        |
| Włochy          | 71        |
| Niemcy          | 113       |



# URBAN NODES MATRIX

|                               |   |                                   |
|-------------------------------|---|-----------------------------------|
| <b>A5</b><br>Amsterdam (A5.3) | <b>B5</b><br>Szczecin (B5.1)                          | <b>C5</b><br>Rotterdam (C5.3)     |
| <b>A4</b><br>Berlin (A4.3)    | <b>B4</b><br>Gdansk (B4.1)                            | <b>C4</b><br>Leeds (C4.1)         |
| <b>A3</b><br>Warszawa (A3.2)  | <b>B3</b><br>Katowice (B3.1)                          | <b>C3</b><br><i>Gdynia (C3.1)</i> |
| <b>A2</b><br>Sofia (A2.1)     | <b>B2</b><br>Ostrava (A2.1)                           | <b>C2</b><br>brak                 |
| <b>A1</b><br>Nikozja (A1.1)   | <b>B1</b><br>Las Palmas/<br>Santa Cruz de<br>Tenerife | <b>C1</b><br>Palma de<br>Mallorca |

## Map Key:

A – EU Capital Cities

B – Regional Capitals

C – Local Capitals

1 – urban node serviced by road and rail transport

2 - urban node serviced by road, rail and air transport, exceptions: Valetta , Tallin, Aarhus, Saloniki, Palma de Mallorca (maritime port operating)

3 - urban node serviced by road, rail, air and intermodal transport

4 - urban node serviced by road, rail, air, intermodal and inland-waterway transport, exceptions: Lisbon, Helsinki, Kopenhagen, Malmo, Barcelona, Tuluza, Marseille, Genua, Calgieri, Palermo, Naples, Rome, Leeds (maritime port, without inland-waterway); Hannover (inland-waterway without maritime port)

5 - urban node serviced by road, rail, air, intermodal, inland - waterway, maritime (maritime port operating),

(1) – number of corridors for the given urban node

# **The Competitiveness of Global Port-Cities: Synthesis Report**

Edited by Olaf Merk



Brussels, 23.5.2013  
COM(2013) 295 final

**COMMUNICATION FROM THE COMMISSION**

**Ports: an engine for growth**

# URBAN NODES – PORT CITIES SIGNIFICANCE

| Urban node     | EU State Capital | Regional Capital | Local Capital | Summ  |
|----------------|------------------|------------------|---------------|-------|
| Maritime ports | 11               | 25               | 5             | 41    |
| %              | 26,8             | 61,0             | 12,2          | 100,0 |

**Almost a half of urban nodes are port cities.**

**Regulation 1315/2013:** „...those nodes are the starting point or the final destination ("***last mile***") for passengers and freight moving on the trans-European transport network..."





# **TEN-T Corridors:** Forerunners of a forward-looking European Transport System

## **ISSUES PAPERS OF EUROPEAN COORDINATORS**

**TEN-T DAYS**2016  
ROTTERDAM THE NETHERLANDS



**UNIFEEDER**



Krajowa Izba Gospodarki Morskiej  
Polish Chamber of Maritime Commerce

MINISTERSTWO  
INFRASTRUKTURY  
I BUDOWNICTWA

Agencja  
**Rozwoju** Gdyni



Stowarzyszenie Polskich Regionów  
Korytarza Transportowego Bałtyk-Adriatyk

**investGDA**



**PCC**  
Intermodal



**Generalna Dyrekcja  
Dróg Krajowych i Autostrad**



**NAMIARY**  
na morze i lądzie



REGION  
**BLĘKINGE**  
Lead Partner

**Interreg**  
Baltic Sea Region





## Statystyka węzła transportowego Gdynia w Korytarzu Sieci Bazowej TEN-T – 2016

Statistics of Gdynia transport node in the TEN-T Core Network Corridor – 2016  
Gdynia 2018



# Measuring

**Mapa drogowa** – schematy wielopoziomowego zarządzania węzłem miejskim /transportowym Gdynia w korytarzu sieci bazowej TEN-T.

12 października 2018



# Cooperating

ASM Centrum Badań i Analiz Rynku



## RAPORT Z BADANIA

Sklonność interesariuszy (dostawców, odbiorców, pracowników) zaplecza Portu Gdynia do współpracy na rzecz efektywności logistycznej węzła transportowego/miejskiego sieci bazowej TEN-T w Gdyni



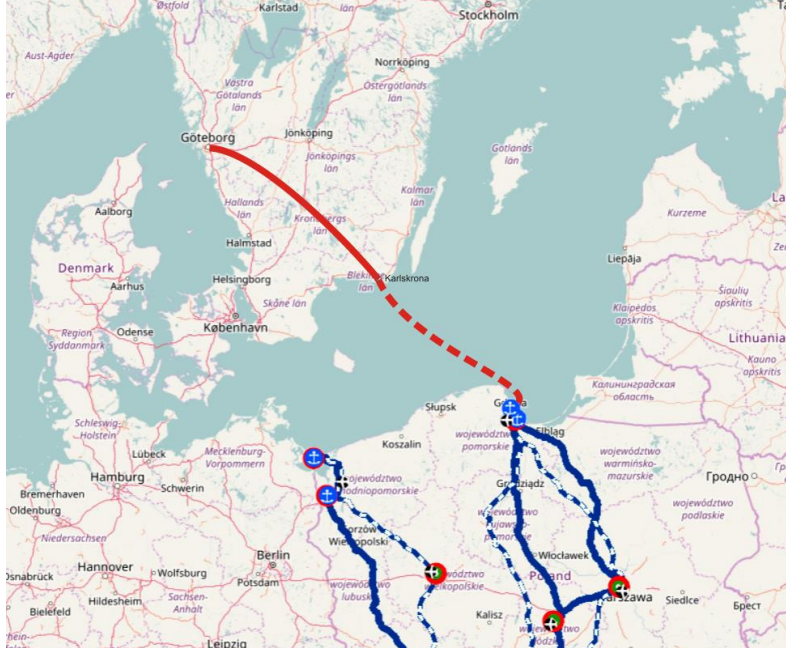


# Networking



**Mr. Ryszard Toczek – ARCA  
Director & Łódź Charter  
creator**





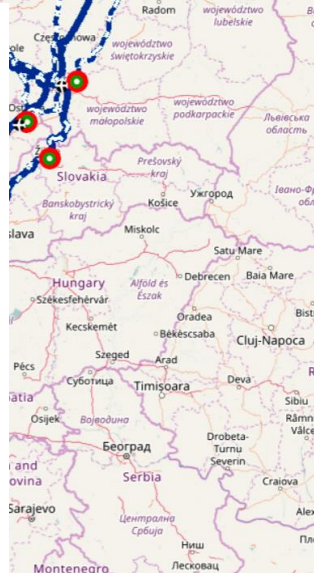
## Extension of the Baltic-Adriatic Corridor from Gdysnia to Gothenburg, via MoS Gdysnia-Karlskrona

### Roadmap

TENTacle Blekinge pilot case 3.1

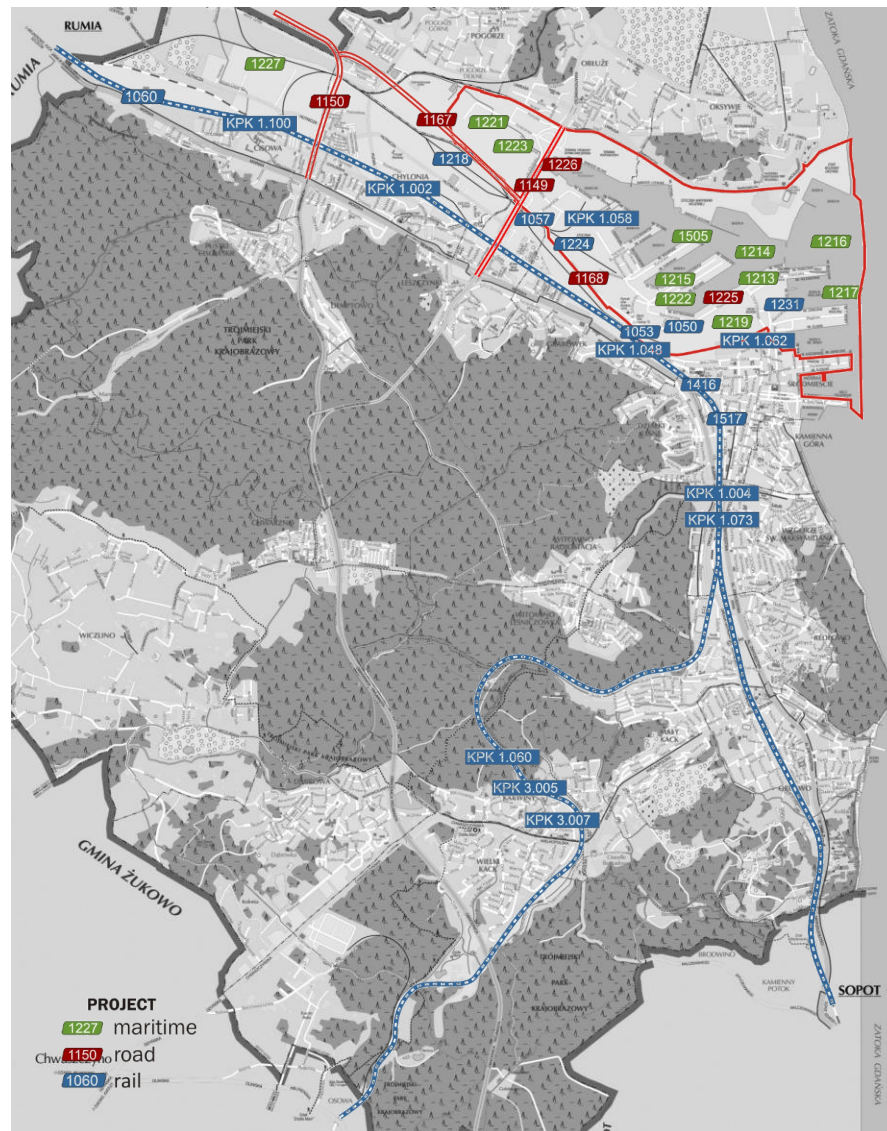
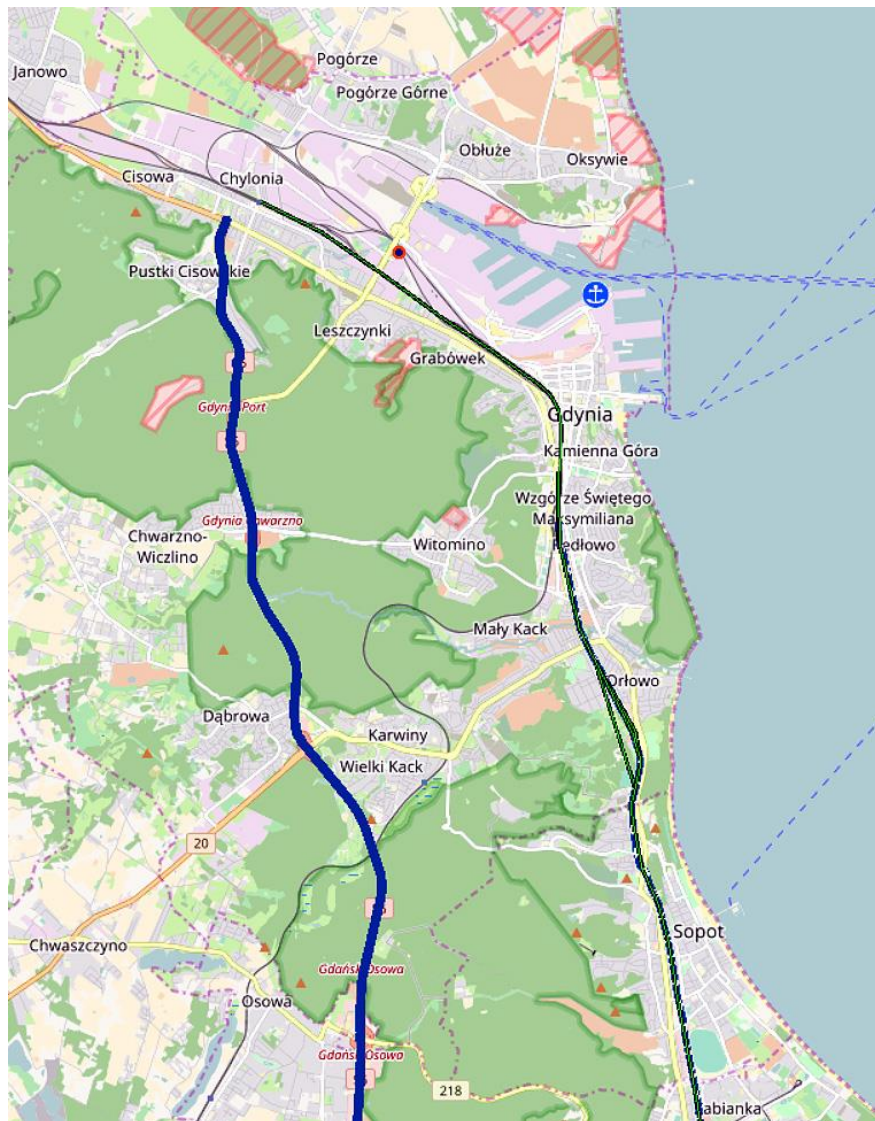
Version: final report, 2019-02-28

Author: Kajsa Ahlström (Norconsult AB)





# Aligning TEN-T policy – Last mile study





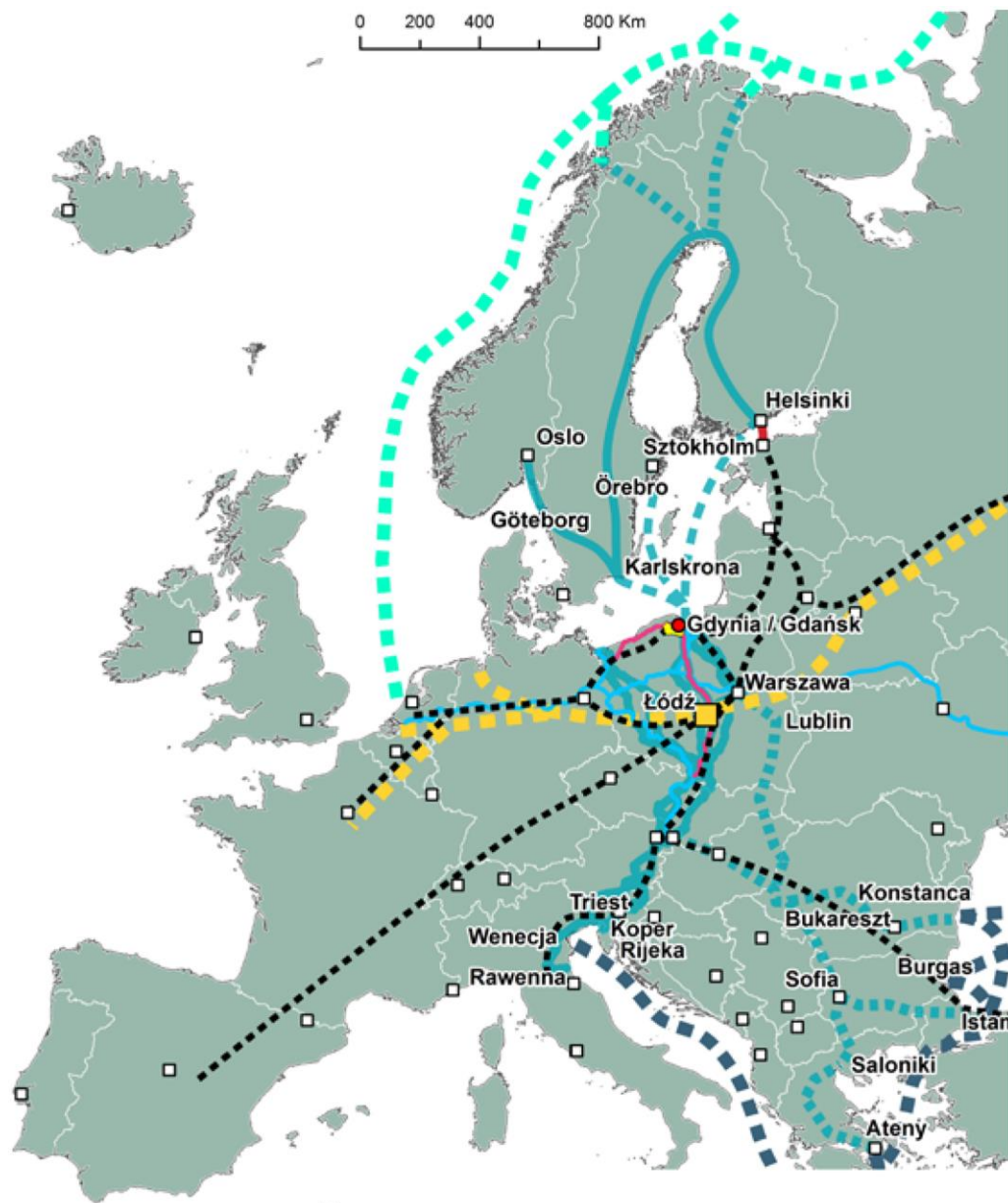
# Foresighting



Interreg Baltic Sea Region

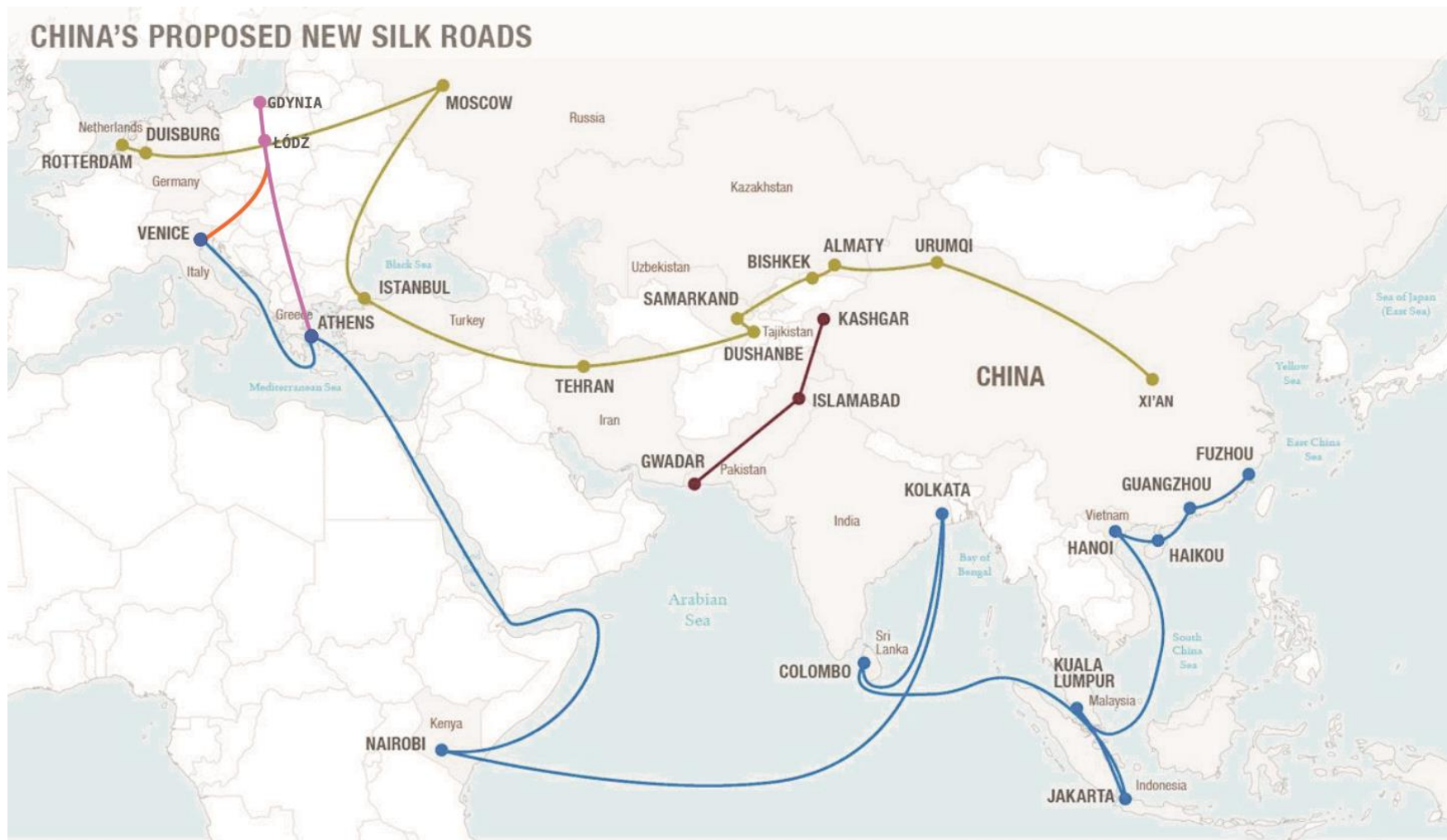
TENTacle

- Gdynia
- Stolica państwa
- Hub logistyczny w okolicach Łodzi
- Kolejowa obwodnica towarowa Trójmiasta
- Połączenie Obszaru Metropolitalnego Gdańsk-Gdynia-S z siecią szybkiej europejskiej kolei (Hyprloop)
- Morska trasa towarowa przez Ocean Arktyczny
- Budowa tunelu kolejowego pod Zatoką Fińską między Helsinkami a Tallinem
- Modernizacja i rozbudowa dróg A1 i S6
- Rozwój śródlądowych dróg wodnych w tym MDW E40
- Jedwabny szlak - połączenie lądowe
- Jedwabny szlak - połączenie morskie
- Korytarz Bałtyk-Adriatyk**
- Nowe połączenia
- Istniejące połączenia do 2030
- Połączenia morskie do 2030





# Global thinking



—●— SILK ROAD ECONOMIC BELT

—●— MARITIME SILK ROAD

—●— CHINA-PAKISTAN ECONOMIC CORRIDOR

Source: Xinhua

Credits: James McBride, Julia Ro

COUNCIL on  
FOREIGN  
RELATIONS

# Wrapping-up urban nodes' proposals (TEN-T revision):

## 1. Political/Legal:

- Gdynia/Gdańsk as a CNC urban node;
- Urban Nodes maritime dimension as a priority in funding (cross-border/MoS);
- Urban Nodes Work Group for every CNC;

## 2. Institutional:

- Multilevel governance in urban nodes utilising;
- Coherent port cities planning;

## 3. Networking:

- Annual Urban Nodes Conference organising;

## 4. Added value:

- Statistical data collection;
- Foresighting.

# THANK YOU FOR YOUR KIND ATTENTION!

Michał Tuszyński, Ph.D.

