

“Clean Fuels in the Baltic Sea Region – Driving Straight Towards Climate-Neutral Mobility?!”

Documentation

BSR Access project platform

Clean Fuel Agora on June 9, 2021

Dr Jürgen Neumüller, Joint Spatial Planning Department Berlin-Brandenburg
Helena Rietmann, Joint Spatial Planning Department Berlin-Brandenburg
Sven Friedrich, INFRASTRUKTUR & UMWELT Professor Böhm und Partner

Short summary

The status quo of clean fuel deployment in the Baltic Sea Region and the BSR Access position paper on clean fuel deployment were presented and discussed with 50 participants from all over the Baltic Sea Region at the BSR Access Clean Fuel Agora on 9th June 2021, hosted by the Joint Spatial Planning Department Berlin-Brandenburg. Organised as an online meeting place, Baltic Sea Region experts, professionals and officials across national borders, subject areas and administrative levels discussed whether the Baltic Sea Region is a pioneer in clean fuel deployment and how the transition to zero emission mobility can be governed collaboratively. With the attendance of the European Coordinator for the North Sea-Baltic Core Network Corridor, Catherine Trautmann, the Priority Area Coordinator Transport of the EU Strategy for the Baltic Sea Region, Thomas Erlandson, and other distinguished speakers, the panellists clearly committed themselves to accelerate clean fuel deployment in the Baltic Sea Region through improved collaboration to coordinate the transition towards zero emission transport across borders.

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Summary

The Baltic Sea Region: A European driving force on the path to climate-neutral mobility!

The Clean Fuel Agora organised by the BSR Access project platform on 9th June 2021 confirms the ambition of the Baltic Sea Region to be a European pioneer of climate-neutral mobility.

Kia Madsen from the Capital Region of Denmark presented the BSR Access position paper on clean fuel deployment in the Baltic Sea Region. Although clean fuel infrastructure deployment and market developments for clean fuel vehicles have gained momentum, the overall picture is scattered. According to Madsen, some countries emerge as forerunners, whereas generally speaking, national measures do not sufficiently meet the European targets towards a transition to climate-neutral mobility.

Kia Madsen:

“Some countries in the Baltic Sea Region are forerunners; the overall picture is scattered”

The transport sector efficiently needs to reduce its carbon dioxide emissions. **Michal Kubicki** from the European Commission's DG Mobility and Transport highlighted the 90% emission reduction target by 2050. As the transport sector has been the only one to increase greenhouse gas emissions since 1990 and is expected to steadily grow in volume, it is clear that the path to zero emission mobility must be strictly followed. The European Commission will accordingly tighten goals and instruments, especially with the 'Fit for 55' package, which will require Member States to reduce transport emissions by 55% by 2030.

Maciej Mazur:

“We are ready for the e-mobility revolution”

Contributions from **Britt Karlsson-Green**, project manager at Region Skåne, **Maciej Mazur**, CEO of the Polish Alternative Fuels Association, and **Prof. Dr Walter Leal**, Hamburg University of Applied Sciences, clearly reveal that there are a lot of good examples in the Baltic Sea Region, demonstrating that the transition

to zero emission has gained momentum and alternative fuels will soon become the 'new normal'. However, some lessons were learned, especially that a market and customer perspective is indispensable to the successful implementation of a new clean fuel infrastructure.

European Coordinator Catherine Trautmann emphasised that European transport policy places a clear focus on decarbonisation: the Connecting Europe Facility will provide €1.5 billion for clean fuels and criteria in respective calls will put more emphasis on the leverage effect that can be achieved mainly through cross-border collaboration. Respecting the principle of technology neutrality, the aim is to convert the mobility system towards climate-neutrality, integrating it well with the renewable energy production, and to create distribution facilities with hydrogen as an important, stabilising element.

Catherine Trautmann:

“Decarbonisation is the key, and the core network corridors are the place where this is to happen”

The panellists in the discussion round on “How to Collaboratively and Efficiently Govern the Transition to Climate-neutral Mobility?” broadly support a Baltic Sea Region clean fuel platform involving the European Commission, Member States, cities and regions, industry, and science.

Valdur Lahtvee:

“The political commitment is there. Now we have to come from commitment to action!”

Thomas Erlandson, Priority Area Transport Coordinator of the EU Strategy for the Baltic Sea Region, suggests continuing dialogue to agree on further steps with the aim to provide continuity supported by project initiatives funded under, e.g., the Interreg Baltic Sea Region Programme, the Connecting Europe Facility, and Horizon Europe. The other panellists, **Valdur Lahtvee**, Council of

the Baltic Sea States, Priority Area Sustainable & Prosperous Region, **Dino Keljalic** from Region Örebro County, representing the CPMR Baltic Sea Commission Transport Working Group, and **Jon Halvard Eide**, Agder County Council, Transport Rapporteur Baltic Sea States Subregional Cooperation, fully support this proposal by stating that they will actively contribute to such a platform via their member networks.

Jerker Sjögren, Jesjo Konsult, concluded by highlighting that the Baltic Sea Region is on the right path, but that there is a strong need for agreement and collaboration. He placed great importance on a market perspective flanked by a comprehensive European regulatory framework dedicated to investment schemes and coordinated policy measures in the Member States.

Full Event Documentation

BSR Access Clean Fuel Agora

“Clean Fuels in the Baltic Sea Region – Driving Straight Towards Climate-Neutral Mobility?!”

9 June 2021



 #BSRAccess

The event was hosted by the Joint Spatial Planning Department Berlin-Brandenburg on behalf of the BSR Access project platform.

Dr Jürgen Neumüller, Joint Spatial Planning Department Berlin-Brandenburg, began by highlighting that the BSR Access project platform represents a partnership in the Baltic Sea Region aiming at promoting access to clean and multimodal transport infrastructure. Several position papers have been developed based on findings by a range of EU-funded projects. The BSR Access position paper on clean fuel deployment in the Baltic Sea Region, developed by the Capital Region of Denmark, forms the basis for the contents of this event.

Kia Madsen, Capital Region of Denmark, presented the central elements of the **BSR Access position paper on clean fuel deployment in the Baltic Sea Region**. The position paper summarises the status quo of clean fuel deployment and infrastructure in all BSR countries and presents the results from a number of stakeholder interviews.

BSR Access Positions on Clean Fuel Deployment

Collaboratively governed transition to zero emission

1. Strengthen collaboration and interaction between public and private players (establishing a coordination and support platform – the BSR Clean Fuel Platform)

More ambitious and technology neutral policy

2. A common clean fuel vision
3. All BSR countries should revise and increase their ambition and targets for clean fuel deployment
4. Clean fuel deployment in TEN-T: more precise EU-goals/mandatory targets for Member States
5. Multi fuel perspective – technology neutral
6. Hydrogen strategy for BSR
7. Ban on distribution of fossil fuel vehicles

Harmonised and interoperable clean fuel infrastructure across borders

8. Coherent clean fuel infrastructure within the entire Baltic Sea Region
9. Harmonised EV roaming
10. Consistent and harmonised taxation

Further reading:

- [Clean Fuel Deployment, Status Quo Report](#)
- [Clean Fuel Deployment in the BSR, Position Paper](#)
- [Clean Fuel Deployment in the BSR, Position Paper Summary](#)

According to Madsen, the BSR currently faces enormous changes with regards to alternatively fuelled passenger vehicles. In this context, clean fuel vehicles have in 2020 gained an important market share in countries such as Sweden, Finland, Denmark, and Germany. However, there still is a high dependency on fossil fuel vehicles. Overall, the picture seems very scattered among the Baltic Sea Region states. For heavy goods vehicles, the situation is similarly challenging: as Madsen explained, the national frameworks present only low coherence in terms of all kinds of alternative fuels ambitions. Moreover, BSR countries still lack long-term perspectives and a comprehensive incentive framework. Therefore, more coordinated action is needed to boost clean fuel deployment in the Baltic Sea Region. The BSR Access position paper formulates proposals directly targeting national and European policymakers as well as players and stakeholders such as regions and industry in the BSR.

A central proposal of BSR Access is to set up a 'BSR Clean Fuel Platform' that stimulates and supports the development of clean fuel in transport by involving public and private players such as ministries, the European Commission, regional organisations, and business networks.

Furthermore, BSR Access recommends a more ambitious and technology neutral policy that formulates a common vision. This vision needs more ambitious and specific targets for infrastructure and vehicles at a national level and binding targets at EU level. Alternative fuels policy should be technology neutral across all countries to enable easy and efficient cross-border transport.

For Madsen, the initiation of green hydrogen corridors presents a central initiative to decarbonise heavy goods transport along the TEN-T. Both the Scan-Med as well as the North-Sea Baltic TEN-T Corridors may serve as pilot corridors to implement a comprehensive refuelling infrastructure. The Connecting Europe Facility and the new BSR Interreg Programme can play an important role in funding an interoperable clean fuel network.

Michał Kubicki, European Commission, DG Mobility and Transport, Unit for Sustainable and Intelligent Transport, integrated the topic of clean fuel deployment and clean fuel infrastructure in the context of EU policy frameworks. Based on the targets set in the European Green Deal, the transport sector will have to contribute to greenhouse gas reduction targets by cutting its emissions by 90% by 2050. The transport sector is the only sector that has been failing to significantly reduce its emissions since 1990.

Sustainable and Smart Mobility Strategy

- [Mobility Strategy](#) at DG MOVE's official website
- [Sustainable and Smart Mobility Strategy](#) (Communication COM/2020/789 final)

The European Commission has introduced a 'mid-term stop' that requires the transport sector to reduce its emissions by 55% by 2030. The 'Sustainable and Smart Mobility Strategy' has paved the way to that milestone: the European Commission expects 30 million zero emission passenger cars and 80,000 zero emission heavy-goods vehicles by 2030. By 2050, nearly all vehicles should be zero emission.



Figure 1: The European Green Deal. Source: European Commission, DG Mobility and Transport

Kubicki underlines the European Commission's upcoming five flagship initiatives that will contain regulatory and non-regulatory measures to boost zero emission mobility. The planned revision of the Alternative Fuels Infrastructure Directive (AFID), the revision of the TEN-T regulation, the review of the Renewable Energy Directive, higher CO₂ standards for cars and vans as well as the post Euro VI/6 initiative will have the highest relevance for the acceptance of zero emission vehicles, renewable and low-carbon fuels, and related infrastructure.

The AFID is instrumental in increasing the acceptance of alternative fuels. The lack of a binding methodology, the need for more ambitious targets and interoperability issues have been identified as major challenges. Price transparency, especially for cross-border travellers as well as avoiding grid congestion through more harmonised solutions such as smart charging are of similar importance.

According to Kubicki, a tremendous momentum for battery electric and plug-in hybrid vehicles emerged in 2020. Hence, there is a strong need for infrastructure implementation. In the AFID, specific rules for the roll-out of public recharging and refuelling infrastructure should set minimum binding targets and interoperability requirements.

Within the European flagship project 'Recharge and refuel', part of the Recovery and Resilience Facility recovery instrument, half of the 2050 target of 1,000 hydrogen refuelling stations as well as a third of three million public charging points expected for 2050 are to be built along the TEN-T network by 2025. The Member States will be supported by a strategic roll-out plan in terms of financing, procurement and approval as well as supporting private-public networks. The 'Fit for 55' package will be presented soon.¹

¹ On 14 July 2021, the European Commission presented a package of proposals to transform our economy and to reach our 2030 climate targets, the so-called 'Fit for 55' package. Further information is available on the official website of the European Commission under https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal/delivering-european-green-deal_en

Session 1: The Baltic Sea Region – A Frontrunner in Clean Fuel Deployment?

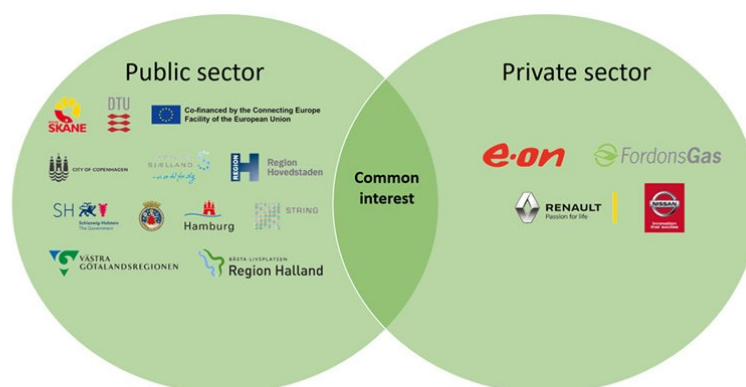
As first speaker, **Britt Karlsson-Green, Region Skåne**, presented lessons learned from the CEF-funded project 'GREAT – Green Regions with alternative fuels for transport' where 69 fast chargers as well as one LNG/LBG station have been installed along the Scandinavian-Mediterranean Core Network Corridor. Infrastructure and the market must be tackled simultaneously, as none of the infrastructure can currently operate profitably. Thus, the focus for the future should be on empowering customers. In freight transport, the collaboration with transport purchasers would be essential, since as a powerful customer, they can change the market. It would also be very important to improve cross-border interoperability for EV roaming.

GREAT project

- [Official website](#)

Scandria®Alliance

- [Official website](#)



GREEN
REGIONS
WITH
ALTERNATIVE
FUELS FOR
TRANSPORT

Co-financed by the Connecting Europe
Facility of the European Union

Figure 2: GREAT partnership. Source: GREAT project / Britt Karlsson-Green

Britt Karlsson-Green then presented the latest figures for clean fuel deployment in the Northern Scandria®Corridor, published in June 2021 on the [Scandria®Alliance website](#), confirming the rapid increase in battery electric vehicles in recent years. As the market share of electric heavy goods vehicles is likewise increasing, adequate infrastructure needs to be built to avoid conflicts and infrastructure bottlenecks creating a barrier on the path to zero emission mobility. Northern Scandria®Corridor countries are ahead of the development in Europe, so the Scandria®Alliance partnership is willing to contribute to a BSR platform to inspire others. One of the findings of this investigation is that public procurement and public policies can substantially stimulate the use of alternative fuels. In that context, a new Swedish initiative has been established to electrify the regional transport of goods. The initiative was signed by 16 Swedish regions.

For Karlsson-Green, sustainable and fossil-free fuels can be the 'new normal' in the near future.

Calling to mind Norway's leading role in clean fuel deployment, which demonstrates that clean fuel deployment is possible with an ambitious and consequent policy framework, Dr Jürgen Neumüller raised the question of how others cope with the decarbonisation of the transport sector. **Maciej Mazur, Polish Alternative Fuels**

Polish Alternative Fuels Association

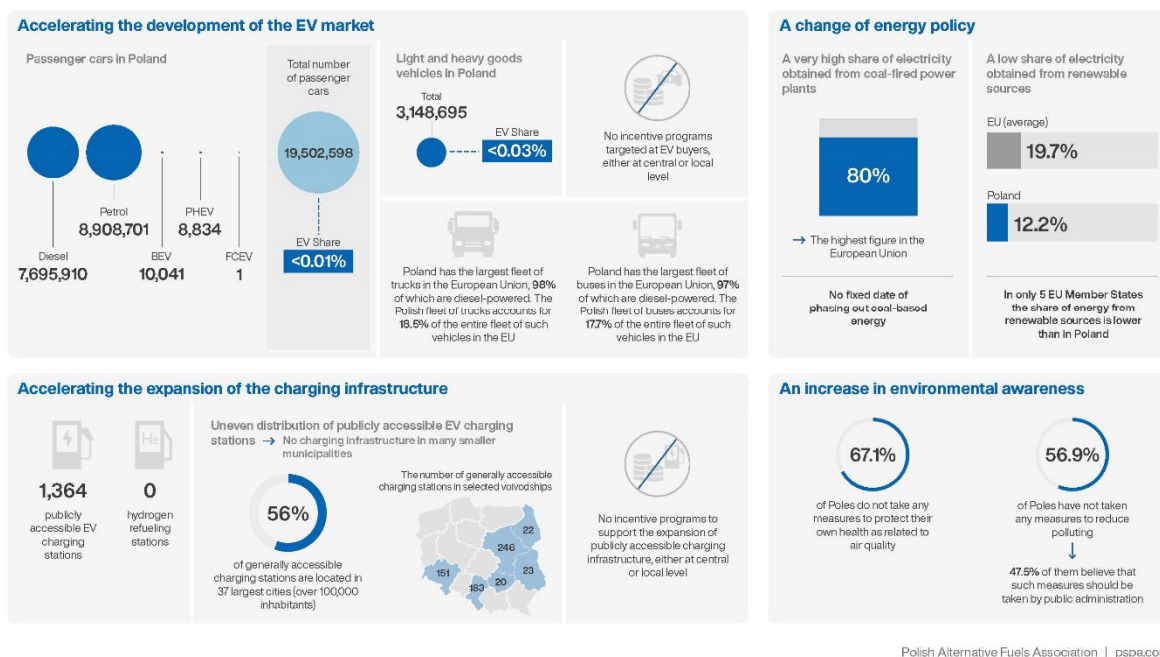
- [Official website](#)

Association, elaborated on the status quo of clean fuel deployment in Poland. The Polish Alternative Fuels Association is one of the largest associations dealing with e-mobility issues, mainly in the private sector. It

appears that Poland faces specific challenges compared to other European Member States: in Poland, greenhouse gas emissions increased by 206% in the period 1990 to 2017, while the EU average was approximately 28% in that period (Polish Alternative Fuels Association 2021). Most passenger vehicles in Poland are older car generations that were imported. Therefore, there is a strong need for increasing zero emission vehicle procurement and an update of the whole car fleet in general.

Mazur highlights that all Polish market segments need to shift to a zero emission transition, including passenger cars, light and heavy goods vehicles. Yet, there is a positive market trend: the number of registered electric vehicles in Poland doubled in 2020 compared to 2019.

Challenges | The transport sector in Poland



Polish Alternative Fuels Association | pspa.com.pl

pspa

Figure 3: Challenges of the EV market in Poland. Source: Polish Alternative Fuels Association

A significant increase in infrastructure development towards more charging stations is needed to accelerate the use of electric vehicles in Poland. The European Commission's AFID has partially been transposed into national law. For example, the 'Electromobility and Alternative Fuels Act' provides a number of incentives for the adoption of electric vehicles. The most visible is the 'green plate' promoting electric vehicles. A new law for subsidizing passenger vehicles and the relevant infrastructure is forthcoming. The market for electric vehicles provides an import economic opportunity, both for fleet suppliers as well as battery manufacturers. The prospects for e-mobility in Poland seem good: by 2030, electric vehicles are forecast to reach one million. Mazur underlines that mixed financial incentives are needed to further incentivise the purchase of electric vehicles: subsidies for vehicles come from the national budget, whereas clean fuel infrastructure is funded by European sources such as the Recovery Fund.

Prof. Dr Walter Leal, Hamburg University of Applied Sciences

, head of the Interreg project BSR Electric, has extensive experience in topics such as climate change management. BSR Electric aimed to inspire, showcase, and contribute to the upscaling of e-mobility and the transformation of the transport sector in the Baltic Sea Region. The project included 14 partners from universities, municipalities and associations that researched the state of the art of mobility in urban areas. Research foci were on online learning systems linked to seven use cases that covered local topics such as the replacement of the 'second' car by e-bikes in Helsinki,

Fostering e-mobility solutions in urban areas in the Baltic Sea Region

■ [Project website](#)

Finland, urban logistics services in Høje Taastrup, Denmark, e-scooters in Riga, Latvia, and e-buses in Hamburg, Germany.



Figure 4: BSR Electric interactive roadmap (<https://bsr-electric.eu/results>). Source: BSR Electric / Hamburg University of Applied Sciences

The project results have shown that e-mobility is key to reducing emissions and noise in urban settings. Cities become more liveable. However, this needs significant modification of investment into the charging infrastructure as well as logistics services to allow for comprehensive upscaling. Moreover, additional financial incentives are needed to render e-mobility competitive and make it a 'business case'. Thirdly, making e-mobility effective with regards to urban transformation requires public consultation and public opinion support.

Dr Jürgen Neumüller closed the first session by highlighting the enormous dynamics in clean fuel deployment in the Baltic Sea Region. Regions and other stakeholders have available extensive knowledge. In addition, the TEN-T core network corridors such as the Scan-Med as well as the NSB corridor play a dominant role in clean fuel deployment: for freight and long-distance transport in particular, clean fuel infrastructure development may advance the transformation to a decarbonised transport sector.

Session 2: How to Collaboratively and Efficiently Govern the Transition to Climate-Neutral Mobility?

A short poll amongst all event attendants shows that the Baltic Sea Region seems on the right path towards achieving climate-neutral mobility. However, it needs to move faster in terms of infrastructure development and market ramp-up. 40% of attendants supported the statement that BSR countries differ in clean fuel ambitions and implementation measures.

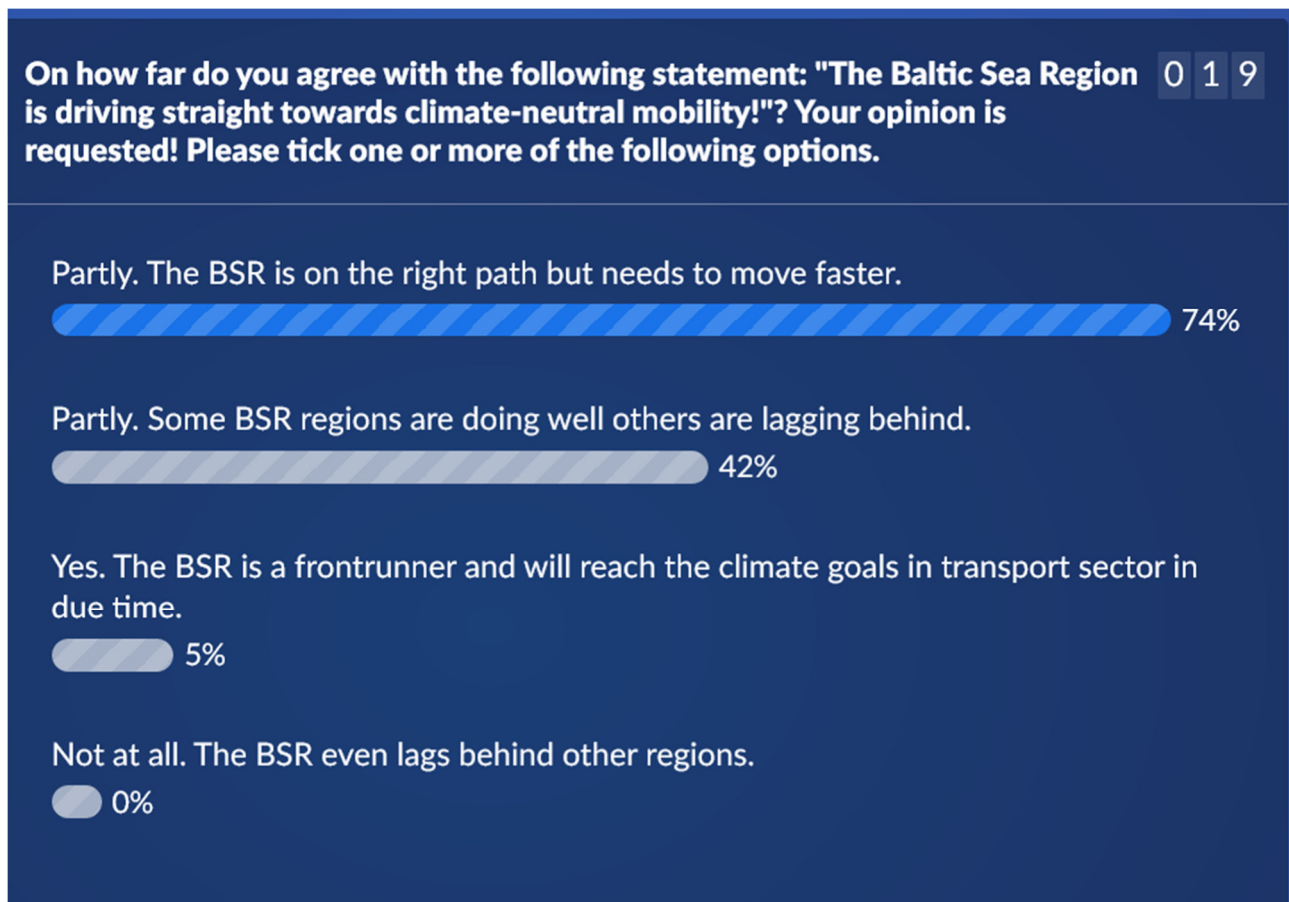


Figure 5: Results of the poll under participants in the beginning of session 2. Source: Slido / Joint Spatial Planning Department Berlin-Brandenburg

In her keynote speech, **Catherine Trautmann**, European Coordinator for the TEN-T North Sea-Baltic Corridor, emphasised that clean fuel deployment in the Baltic Sea Region is highly topical and that this event offers an excellent opportunity to exchange experience and expectations in the Baltic Sea Region as well as prospects. She stressed that decarbonisation is key: the core networks corridors are the place where it must happen, and cooperation needs to be reinforced.

Starting with the European Green Deal, major changes in the transport sector can be expected. Given the 'Fit for 55' package, more concrete emission reduction targets will be required. The number of transport flows are predicted to increase in the years up to 2030. This demands a strategy for how to achieve the decarbonisation targets, which determines the path for alternative fuels.

For Trautmann, hydrogen will be a very important component in the transport sector from a technology neutral point of view. Both the Scan-Med as well as the NSB core network corridors can become forerunners in the development and deployment of hydrogen infrastructure. This will give the European Coordinators the tools to increase clean fuel deployment: the new Corridor Work Plans will provide improved guidance for coordinating European and national measures, with a special focus on cross-border issues and bottleneck, and which guarantee the continuity of clean fuel deployment. Furthermore, the European Green Deal is to be incorporated into the TEN-T policy. In addition, the rail freight corridors are to become an integral part of the core network corridors.

Funding will be provided by the Connecting Europe Facility, the Just Transition Fund and the Recovery and Resilience Facility. The Connecting Europe Facility will provide €1.5 billion for alternative fuels including the Blending Facility, which aims to promote participation of private sector investors and financial institutions in sustainable transport projects.

For Trautmann, calls for the core and comprehensive network should focus on strict eligibility criteria, primarily on zero emission transport. This will promote electric charging infrastructure as well as hydrogen refuelling stations in urban nodes, airports and maritime transport.

Even though many ports and airports are located along the NSB corridor, clean fuel deployment is still not sufficiently implemented. The 'chicken or the egg' causality dilemma best describes this correlation: if there are no alternatively fuelled ships, not enough infrastructure is being developed. In addition, the Member States' engagement in clean fuel infrastructure and their choice for certain technology varies a lot. For example, the Netherlands focus on e-mobility, whereas the German government currently focuses on hydrogen deployment.

Initiatives for alternative fuels in NSB corridor

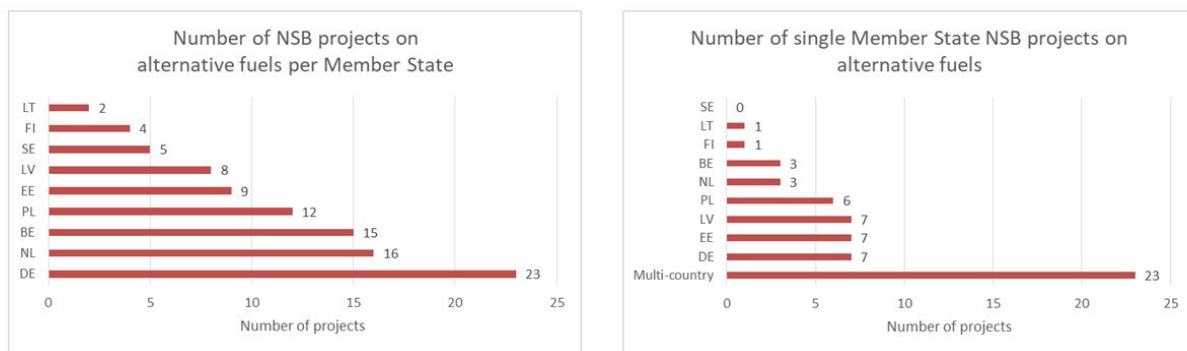


Figure 6: Alternative fuels projects in the North Sea – Baltic Core Network Corridor. Source: European Commission, DG Mobility and Transport

58 alternative fuels projects along the NSB corridor were funded by Connecting Europe Facility in the past funding period. It appears that those applications resulted in an improved leverage effect, with Member States collaborating across borders. Therefore, the role of the corridor is to drive the joint implementation of alternative fuels infrastructure. Technology neutrality is key: it means that all kinds of technologies are supported, such as liquid natural gas in Tallinn, fast charging infrastructure at the borders of Germany and Belgium and hydrogen refuelling in Amsterdam.

Together with the European Coordinator for the Motorways of the Sea, Kurt Bodewig, special focus is placed on ports, which can both produce and provide clean fuels.

BSR Access Clean Fuel Agora



Panel Discussion: How to Collaboratively and Efficiently Govern the Transition to Climate-Neutral Mobility?

- **Catherine Trautmann**, European Coordinator for the TEN-T North Sea-Baltic Corridor
- **Attila Darabos**, Managing Authority/Joint Secretariat BSR Programme
- **Thomas Erlandson**, EUSBSR Priority Area "Transport" Coordinator
- **Valdur Lahtvee**, CBSS Priority Area Sustainable & Prosperous Region
- **Dino Keljalic**, CPMR Baltic Sea Commission / Region Örebro County
- **Jon Halvard Eide**, BSSSC / Agder County Council

22/06/2021

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The aim of the following **panel discussion of the question: How to Collaboratively and Efficiently Govern the Transition to Climate-Neutral Mobility?** was to combine the different points of view of Coordinator Trautmann, the EU Strategy for the Baltic Sea Region, and the regional and sub-regional points of view. The attendance of József Attila Darabos, on behalf of the Interreg Baltic Sea Region Joint Secretariat, has been excused.

The panel consisted of two rounds of discussion. In a first round, all speakers presented their respective organisation and elaborated on what role clean fuels play in their work. The second round focused on the question of how and on which level (regional, European, corridor) activities should be coordinated.

For **Thomas Erlandson**, Coordinator of the Priority Area (PA) Transport of the EU Strategy for the Baltic Sea Region (EUSBSR), the BSR Access project platform has made an important contribution to macro-regional cooperation structures by adding a bottom-up perspective to the national and European levels.

EU Strategy for the Baltic Sea Region

- [Official website](#)
- [Revised Action Plan \(2021\)](#)

The new EUSBSR Action Plan, revised in February this year, places a stronger focus on climate issues. In the PA Transport, a new action was initiated, dealing with climate-neutral transport systems in the Baltic Sea Region. In addition, the Action Plan includes a flagship process, a new operational instrument that aims at building a sustainable long-term basis for collaboration different to that of previous projects. This flagship process will be designed to be more flexible regarding the addressed issues and the involved stakeholders. As the old and upcoming Interreg Baltic Sea Region Programmes will not link to each other, Erlandson stressed that the BSR Access results will constitute an important contribution for subsequent collaboration initiatives.

Valdur Lahtvee, Priority Area Sustainable & Prosperous Region of the Council of the Baltic Sea States (CBSS),

mentioned the fact that the transport sector has seen an increase of CO₂ emissions by 25% since 1990. Moreover, calculations indicate a trend towards a further growth. Therefore, political ambition meets reality: to decarbonise the transport sector, it needs more than political commitment, namely the implementation of binding targets and measures. For instance, the ministers of foreign affairs representing the Baltic Sea states have agreed upon a new vision for 2030. This vision corresponds with the targets set forth in the

Paris Agreement and tackles key economic sectors such as industry, transport, and construction. Moreover, circular economy and the deployment of clean fuels have significantly reduced the carbon footprint in the region. The CBSS has in the past coordinated the horizontal action 'Climate' for the EUSBSR. Hence, the CBSS highly welcomes the fact that climate is an overarching topic of relevance in all EUSBSR policy areas. Yet the CBSS does not primarily deal with transport issues; it could support climate mitigation measures and adaptation within the 'Sustainable Development' and 'Sustainable Maritime Economy' expert groups. Currently, the CBSS maintains the platform for climate policy dialogue involving multiple stakeholders. Regarding the BSR Access results presented for clean fuel deployment in the Baltic Sea Region, Lahtvee highlighted that these are very relevant for the CBSS's activities.

Council of the Baltic Sea States

- [Official website](#)
- [Vision for the Baltic Sea Region 2030](#)
- [CBSS Action Plan](#)

Dino Keljalic, Transport Strategist from Region Örebro County and The Conference of Peripheral and Maritime Regions (CPMR) – Baltic Sea Commission Transport Working Group,

confirmed that clean fuels is a topic of high importance for the CPMR Baltic Sea Commission. The organisation, including 18 regions, is well connected to European institutions that cover the topics of TEN-T and alternative fuels infrastructure. In particular, CPMR promotes the regional exchange of expertise and experience. In 2020, the Transport Working Group published a report on transport projects, including the topic of decarbonisation. The CPMR Baltic Sea Commission has been in

close dialogue with the EUSBSR PA Transport Coordinators. Furthermore, links to the Scandria®Alliance, the CPMR North Sea Commission and other initiatives have led to the establishment of a sub-group within the Transport Working Group that deals with the topics of clean fuels and sustainable mobility and will include an action plan illustrating coordinated action.

Committee of Peripheral Maritime Regions – Baltic Sea Commission

- [Official website](#)
- [Report on experience sharing in transport projects \(2020\)](#)

The first round was concluded by Jon Halvard Eide, Agder County Council and Transport & Infrastructure Rapporteur the Baltic Sea States Subregional Cooperation (BSSSC).

The BSSSC is a political network for regions in the Baltic Sea Region that strengthens dialogue and transnational collaboration. It promotes the role of regional authorities in implementing the EUSBSR. The BSSSC follows a broad approach within transport topics, focusing on EU transport

policy and topics such as the development of transport corridors from the perspective of green and sustainable transport. Clean fuels are a major topic for the BSSSC and specific documents such as declarations and position papers have been formulated. Most recently, the BSSSC has included the topic of clean fuels in a statement in the context of the upcoming TEN-T revision. The BSSSC supports and traces a range of Interreg Baltic Sea Region projects such as BSR Access, Mamba, Scandria®2Act, NSB CoRe and TENTacle across its member regions. From a governance perspective, the BSSSC organises policy discussions to raise awareness and public acceptance for its topics. Here, member regions can provide feedback, for example, on challenges in infrastructure development and procurement for clean fuel infrastructure. Moreover, the BSSSC acts as a platform for exchange and good practice solutions for regions in the Baltic Sea Region.

Baltic Sea States Subregional Cooperation

- [Official website](#)
- [BSSSC working group on transport](#)

European Coordinator Catherine Trautmann put into context the question of political agreement from a European policy and corridor perspective. Her statement opened the second session's second round of discussion that aimed at shedding light on specific measures in clean fuel deployment.

For Trautmann, the commitment at all levels is a great effort. It is important to agree on a transparent methodology to assess clean fuels, shared by all parties. The new TEN-T legislation will provide a solid framework and the Baltic Sea Region will certainly be one of the most visible region in Europe that can share good practices and examples with other regions in Europe.

Complementing the AFID, the revised TEN-T regulation is expected to foster clean fuel deployment. The legislative framework will be coherent and consistent. For the TEN-T revision intermediate results were evaluated, including analysis of cross-border transport issues, intermodal shift and clean fuels, and covering measures at strategic points in the TEN-T comprehensive network.

As stated above, hydrogen is of great relevance for the transformation of the energy system, especially in terms of storage and stabilisation of the network. Hydrogen offers a step towards a safeguarded energy system that builds on the existing gas grid. Hydrogen therefore plays an important, but not exclusive role for the transport sector.

Based on information provided by the Interreg Baltic Sea Region, Joint Secretariat, new projects in the new programme 2021-27 are expected to start the earliest in mid-2022. Platform projects should be starting from 2023. What role is there for a BSR platform for clean fuels and how can the gap between ending projects and new initiatives be bridged?

For **Thomas Erlandson**, the national level must be more involved in future initiatives. Collaboration must involve the corridor representatives, but also stakeholders on a local and regional level, especially in cross-border regions. Collaboration on a macro-regional level may significantly decrease fragmentation among regions.

Dino Keljalic underlined that the BSR Access Clean Fuel Agora is a success in itself and of great importance as it helps to have a clear picture and to identify synergies. The CPMR Baltic Sea Commission intends to intensify its work on clean fuels, creating a clean fuels sub-group and setting up an activity plan. This could contribute to a BSR clean fuels platform.

For **Jon Halvard Eide**, a BSR clean fuels platform is an important step towards decarbonising the transport sector. The BSCCC is ready to contribute, to facilitate the exchange of good practices and to relay the outcomes to relevant policymakers. The BSCCC is not primarily focused on the involvement of industry stakeholders. Eide mentioned that a platform can be implemented through projects as well as the participation of member regions in the corridor forums. The EUSBSR may be the umbrella organisation, through which projects in the BSR and other corridor-based initiatives will be capitalised. Both the Scan-Med as well as the NSB corridors could work as drivers.

Valdur Lahtvee remarked that the issue of competitiveness had not yet been raised in this discussion. For him, revision of the Energy Taxation Directive (ETD) as part of the European Green Deal and the 'Fit for 55' package is important to phase out subsidies for energy from fossil fuels. Recalling the 2002 Copenhagen summit, the meeting of BSR transport and environment ministers emphasised the Baltic Sea Region's relevance and vulnerability (due to the massive oil spill back then in the Baltic Sea).

Immediate reflections and conclusions

The moderator, **Dr Jürgen Neumüller**, and **Catherine Trautmann**, summarised the major points from the discussions at the event. Clean vehicles are essential for decarbonising the transport sector. The market for clean fuel vehicles needs to be competitive and cars need to be affordable. A sustainable transformation requires acceptance on part of civil society and in public opinion. Moreover, cities and regions must be considered and supported. This requires instruments such as the Sustainable Urban Mobility Plans (SUMPs) and measures in urban nodes. In this regard, the network extensions of the Scan-Med corridor to Norway and the NSB corridor to Northern Finland and Sweden will more deeply integrate the corridors.

Summarising the results from the Clean Fuel Agora, **Jerker Sjögren**, **Jesjo Konsult**, and one of the authors of the BSR Access position paper on clean fuel deployment in the Baltic Sea Region, established that the Baltic Sea Region is on the right track towards systematic transition. However, ambitions and measures vary a lot in the Baltic Sea Region and do not meet the targets as per the Paris Agreement and as translated into European law.

Sjögren emphasised the requirement for further market stimulation as an important aspect. Policy making should include the consumers' perspective and then expect the market reactions. This was, for instance, the case with heavy goods vehicles run by hydrogen.

On a political level, there is a need for implementation of more precise regulations; with the upcoming revision of the AFID, specific and binding targets for all Member States are required.

In addition, investments in infrastructure, vehicles and public procurement need to significantly increase. There is a strong need for matching service and infrastructure. Besides the new Connecting Europe Facility, there will be a strong funding source for clean fuel deployment. Therefore, there will be a strong competition for funding and collaborative approaches for project proposals will be promoted.

All presented recommendations are based on the results from the BSR Access position paper. The BSR Access project platform welcomes the invitation of the EUSBSR PA Transport Coordinator to continue the discussion and collaboration to the end of the project and beyond.

On behalf of all BSR Access project partners, the Joint Spatial Planning Department Berlin-Brandenburg invites all attendants to the BSR Access final conference in November 2021.

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