

BATCo Overview

Baltic-Adriatic Axis
Kick-Off-Meeting
BATCo Partnership

BATCo – Baltic-Adriatic Transport Cooperation



The Baltic-Adriatic Transport Cooperation (BATCo) has been initiated by 18 partners coming from 5 European countries (Austria, Czech Republic, Italy, Poland and Slovakia), in order to promote and support the sustainable development of the Baltic-Adriatic Axis by elaboration and implementation of target-oriented measures.

The Baltic-Adriatic Transport Cooperation is based on 5, 2 communicative and 3 thematic pillars and therefore foresees numerous activities and measures in regard to technical, environmental and economic aspects which are intrinsically tied to the development of the Baltic-Adriatic Axis.

Development and implementation of **technical planning tools** in regard to the transport system along the Baltic-Adriatic Axis, which will initiate and accelerate the decision making process on the regional, national and transnational level and therefore are necessary to develop and implement concrete measures to improve the transport and logistics infrastructure along the Baltic-Adriatic Axis.

Identification of **reduction potentials of negative effects on the environment** caused by passenger and freight transport along Baltic-Adriatic Axis as well as the related costs in regard to Air Pollution (CO₂, PM₁₀, NO_x, HC), Noise Pollution and Traffic Safety (accident rates, insurance rates etc.).

Stimulation and development of economic activities by supporting end users (logistics centres, SMEs etc.) along the Baltic-Adriatic Axis.

In this regard BATCo will contribute to the economic development, by the strengthening of existing logistics centres and the institutionalisation of a Transnational Logistics Centre Incubator and Institutionalisation of a Baltic-Adriatic Business Cooperation Alliance, thus creating added value through transnational cooperation.

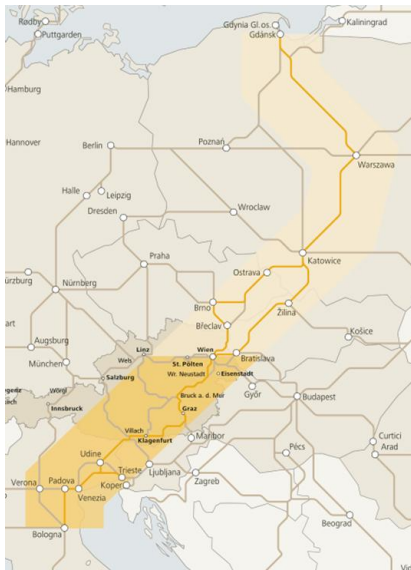
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The Baltic-Adriatic Axis, one of the most important north-south routes in Europe and the eastern-most crossing of the Alps, connects the Baltic Sea with the Adriatic.



The Baltic- Adriatic Axis

It runs through Poland, Czech Republic, Slovakia, Austria and Italy and thus traverses Europe's former fracture line to connect traditional economic and industrial regions in three new member countries with economically important agglomerations in Austria, and northern Italy. Consequently the Baltic-Adriatic Axis contributes to the European process of growing together once again. The Baltic-Adriatic Axis forms important hinterland connections from the Baltic and the Adriatic Sea to the economic areas Warszawa, Upper Silesia and Moravia, east and south-east Austria (Vienna, Upper Styria, Graz and Klagenfurt-Villach) as well as northern Italy. In addition it represents an important connection to other priority axes of the Trans-European Transport Network (TEN-T). **It is thus one of the most important trans-European railway axes for both passenger and freight traffic.**

The improvement of the **transport infrastructure** is essential for the networking of the regions along the Baltic-Adriatic Axis as engines of growth and development and has a key role for the integration of the peripheral rural areas. The connection of, to and between these regions is of crucial importance, as well as radial connections with special relevance e.g. for seaport hinterland-traffics or considerable nodes with east-west connections. Particularly regarding rail bound transport it is necessary to create services and offers at an

international competitive level for both passenger and freight transport as well as to reduce travelling times between the regions and the major cities. The development of **logistics infrastructure and logistics services** is strongly connected with the improvement of the transport infrastructure. This requires the positioning of Regional Development Agencies (RDAs) and Logistic Competence Centres (LoCCs) as a logistic bridge head for Transport along the Baltic-Adriatic Axis as well as the development of innovative solutions for the increase of networking between the partners in the Alpine-Adriatic area, Central and Eastern Europe. The guiding principle of the joint logistic strategy is the development of a "green corridor", which is proposed by the European Union in the Freight Transport Logistics Action Plan for the promotion of inter-modal, energy-efficient and environment friendly goods transport.

The focus in the fields of economic development and knowledge is to **develop innovative products, services and methods** in close cooperation with transnational partners and to launch them successfully to the market. To safeguard the regional competitiveness of the countries along the Baltic-Adriatic Axis in the joint European market remains a permanent challenge which has to be linked with approaches to tackle demographic change, to foster and to expand the potentials of highly trained and skilled labour.

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Successful start of the transnational cooperation!



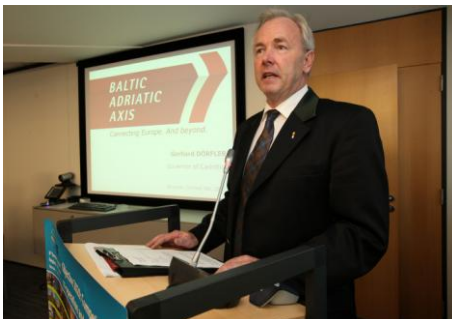
BATCo Kick-Off Meeting took place in Klagenfurt, Austria between 15th and 16th April 2010 (54 participants on the 1st and 51 on the 2nd day).

The meeting addressed administrative as well as technical issues with a special reference to the fulfilment of start up requirements and included the constitution of the BATCo Steering Group.

Within the 1st reporting period the subsidy contract and the BATCo partnership agreement have been signed by all project partners, furthermore the Steering Group rules of procedure have been approved and the Steering Group established.

In the course of the Kick-Off Meeting first expert discussions focusing on the special demands in the different partner regions as well as expectations on the BATCo project partners took place.

Mr. Paolo COSTA (president of Venice Port Authority, chairman of the expert group "TEN-T and connections outside the EU" since 2009 and member of the Advisory Board of the International Transport Forum since 2009) held a speech and presentation focusing on the revision of the TEN-T policy, the importance of connecting Europe to the booming Asian markets as well as the future role of North Adriatic ports. Furthermore Mr. COSTA highlighted the importance and necessity to implement the Baltic-Adriatic Axis in the future TEN-T network.

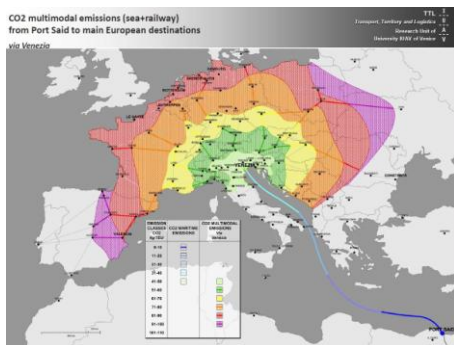
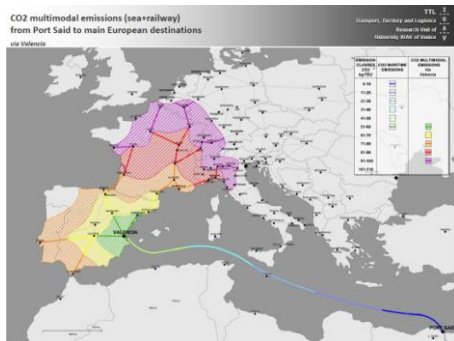


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BATCo Project Details

BATCo is implemented by:

- ≡ Am der Kärntner Landesregierung – Abteilung 7 Wirtschaftsrecht und Infrastruktur
- ≡ Entwicklungsagentur Kärnten
- ≡ Internationalisierungszentrum Steiermark GmbH
- ≡ Amt der steiermärkischen Landesregierung – Fachabteilung 18A Gesamtverkehr und Projektierung
- ≡ Bundesministerium für Verkehr Innovation und Technologie
- ≡ Fondazione Istituto sui Trasporti e la Logistica
- ≡ Azienda Speciale Aries della Camera di Commercio di Trieste
- ≡ Unione Regionale delle Camere di Commercio del Veneto
- ≡ Autorità Portuale di Trieste
- ≡ Ministero per l' Ambiente e la Tutela del Territorio e del Mare
- ≡ Regione autonoma Friuli Venezia Giulia
- ≡ Agencja Rozwoju Regionalnego SA
- ≡ Górnośląska Agencja Przekształceń Przedsiębiorstw S.A.
- ≡ Zarząd Morskiego Portu Gdańsk S.A
- ≡ Instytut Morski w Gdansk
- ≡ Główny Instytut Górnictwa
- ≡ Sdružení pro rozvoj Moravskoslezského kraje
- ≡ Výskumný ústav dopravný, a.s.



BATCo project duration:
 Mach 2010 – February 2013

Total BATCo budget:
 EUR 3.723.373,98

ERDF contribution:
 EUR 2.902.134,40 (78 %)

BATCo is implemented through the Central Europe Programme, cofinanced by the ERDF

For further information please contact:
 BATCo Lead Partner
 Regional Government of Carinthia
 Department for Economic Law and Infrastructure

Mr. Hans SCHUSCHNIG
 E-Mail: office@balticadriatic.net

