



The Interreg South Baltic IVA project partnership changed decision makers minds in benefit for South Baltic Area; joint problems, joint solutions

example the N-S axis Rostock- DK

Background

When the ferry port was reallocated from Rostock-Warnemünde to the universal port in Rostock (northeast) 1995, Rostock's main station and the ferry train station at Rostock-Warnemünde both lost their relevance for cross-border traffics as well as the ferry trainstation in Gedser (DK). Cross-border passenger traffic via public transport means was no longer in the focus of economic and political interest and lost public popularity. At Rostock's industrial harbor, car and coach passenger traffic were absolutely prioritized over passenger transport. The railway track Rostock-Berlin was in a dilapidated status and increasingly focused on RoRo traffics. The traditional cross-border railway connection was erased from both, the timetable information systems of the national train companies as well as from the public awareness. The strongly increasing North-South cargo traffic was transferred to lorries; the railway line Gedser- Nykøbing (DK) was shut-down and the railway maintenance depot left to decay; the traffic jam noise in Nykøbing caused by lorry was accepted. The public transportation to the ferry terminal was not, neither in Rostock nor in Gedser, coordinated with the ferry timetables. Neither a uniform ticketing system nor any official handling of the two different currencies existed.

Objectives

- Integration of the site Rostock with Scandinavia
- Vitalizing the neighbourhood between Rostock and Southern Denmark/Öresund region
- Improving the cross-border car-free passenger traffic offers between Rostock and Scandinavia
- Attractive cross-border ticketing systems
- Attractive cross-border passenger traffic information system
- Harmonization of public transport and ferry departure times
- Creation of comfortable waiting areas/terminals
- Construction of cargo and passenger ferries
- Change of use of old unused train (station) facilities
- Remote bus offers Berlin-Rostock-Kopenhagen
- Attractive train – public transport – ferry offer Berlin-Rostock-Kopenhagen
- Rehabilitation of the railway line Berlin-Rostock for high-speed or heavy goods traffics

Main steps

Resulting from a multitude of implemented multi-level-governance / private-public-partnership development projects, the course for a smart, sustainable and inclusive growth as contrasting development to the fixed Fehmarn Belt link was set.

- Baltic Gateway Project: http://www.spatial.baltic.net/files/Final%20Report_BG.pdf
www.transgovernance.eu
- 2010: coordinated presentation of the East-German ministries of infrastructure pro transport axis Dresden/Leipzig-Berlin-Rostock
- North South Initiative
 - Project Sonora http://www.north-south-initiative.eu/?set_language=en
 - Project COINCO <http://www.coinco-berlin.de/>
 - Scandinavia-Adria-Corridor initiative: <http://www.scandria.eu/en/the-scandria-corridor.html>
- E 55 Remote bus offer Berlin-Rostock-Kopenhagen http://www.berolina-berlin.com/en_linie_kopenhagen.aspx
- Interface initiative: <http://www.interfaceproject.eu/>
 - SWOT analysis passenger transport
 - Development of an intermodal cross-border passenger traffic offer
 - Development of a cross-border ticketing systems for two currencies and three countries
 - Cross-border harmonization of regional and ferry traffics
 - Passenger needs analysis and passenger terminal planning
 - Re-municipalisation of the ferry train station Rostock-Warnemünde
 - Gedser ferry port and site development planning
 - Planning bypass road Nykøbing
 - Empowerment of local initiatives in Gedser (DK)

One milestone is the long-awaited prolongation of the TEN I-axis, running via Berlin to Rostock. TEN I grants entailed large-scale investments.

Results and effects

- The axis (development) concept is integrated into the new EU TEN policy from 2014
- The remote bus traffic is liberalized all over Germany, remote busses stop at Rostock main station, coordinated public transport bus connections to the new ferry terminal exist <http://www.rostock-port.de/en/rostock-port/barrierefreies-reisen/faehrterminal.html>
- The cross border Intercombi ticket is launched on the market: www.intercombi-ticket.de/
- Rostock's public transport system is connected to ferry terminal and ferries www.rsag-online.de/en/home#
- Nykøbing is connected to Copenhagen via trains running in hour intervals
- Cross-border passenger information system becomes operational in 2014
- International train information system reintegrates the intermodal passenger transport offers into the timeschedules
- Development planning for railway wasteland(s) at Warnemünde: <https://www.rostock-heute.de/mittelmole-warnemuende-planungswerkstatt/74300> <http://www.wohnpark-warnemuende.de/>
- Gedser site and ferry development starts: <http://www.interfaceproject.eu/interface-project/achievements/rostock-gedser/details/browse/1/article/140/renovation-o-1.html>
http://www.gedserremise.dk/dk/projekt_gb.html#ns
- Increase of passenger and goods traffic Berlin-Rostock after the rehabilitation of the railway line
- Twinning Rostock-Guldburgsund and, thus, numerous new cross-border projects

Conclusions/Recommendations

All depends on decisions, made and implemented, and not made decisions. A negative trend can be stopped and reversed through integrated interdisciplinary development planning in combination with competent development management. In addition, a triple helix develop-

ment approach as well as „multilevel-governance“ should be purposefully implemented. Cross-border or even transnational EU network programs as Interreg and URBACT are a good basis for addressing local and sectorial problems effectively.



The Baltic Gateway project established key basics for a coordinated transport and axis development policy. It shifted EU transport policy focuses.



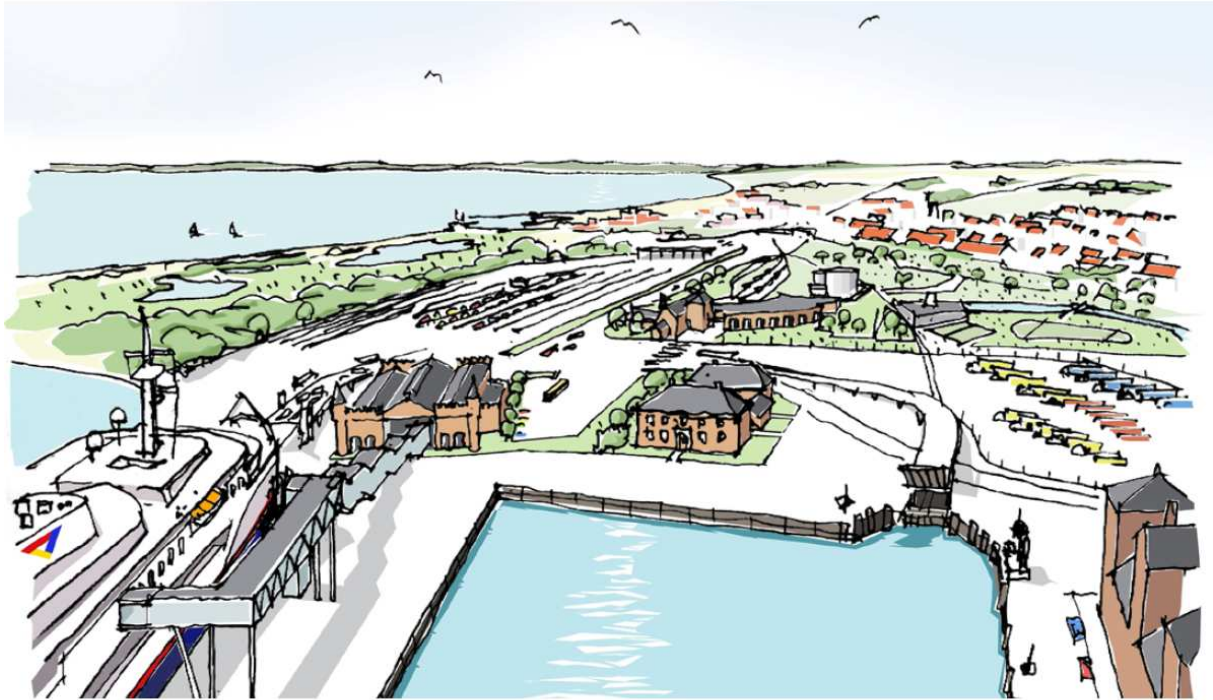
Rostock Sea Port: Converted GDR standard 2010 (Photo: Andreas Schubert)



A modern passenger terminal was opened in Rostock close to the ferry terminal in 2013. The city bus stops directly in front of the building. A real time information display keeps the passengers informed. (Photo: Hafenenwicklungsgesellschaft Rostock)



The InterCombiTicket enables uncomplicated passenger traffic between Guldburgsund (DK) and Rostock (D) without a car again. Rostock expands its neighborhood sphere towards North, allowing everybody to travel over the sea to Scandinavia.

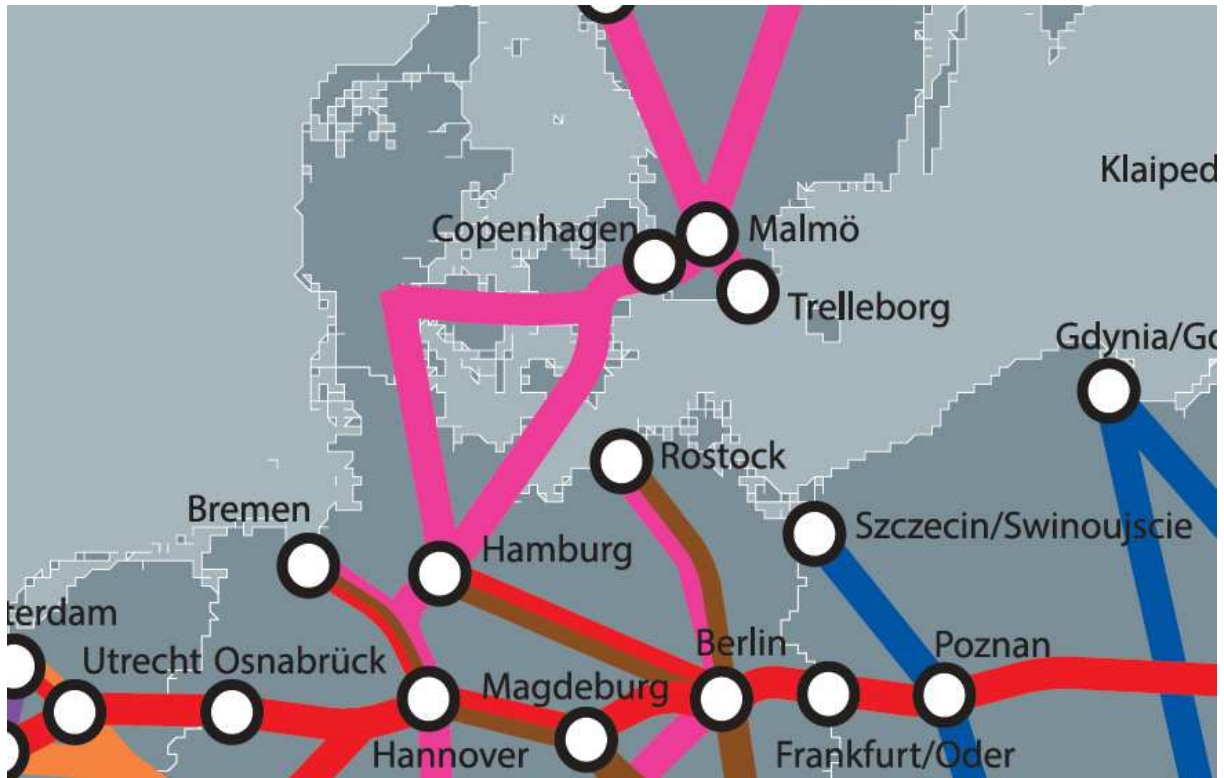


The future terminal and approach area.

Gedser DK: A sleeping village located at the Southern tip of Denmark gets new perspectives through the cooperation with Rostock.



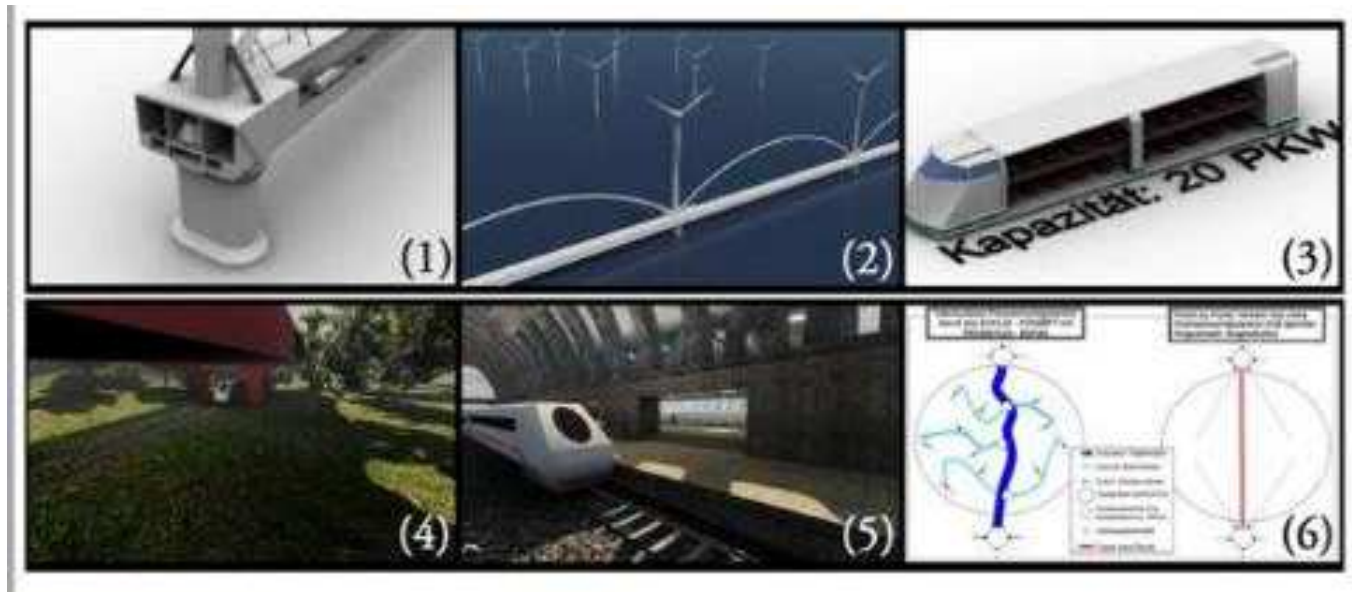
Gedser in August 2011: the Rostock Philharmonic Orchestra plays in a deserted train station before the repair and modernization measures start. (Photo: Andreas Schubert)



Regiopropolis harbour city Rostock is ideal located in metropolitan cities triangle Berlin-Hamburg-Copenhagen and well represented in EU-transport development policy map. (map: EU)



bypass road Nykøbing Falster, caused by foreseeable growing cargo and passenger traffic on the N-S Scandria axis (in preparation of new TEN policy), granted by EU



after project closure: How to help the “competitor” (fixed fehmarn-belt link) to survive economically; suggestions from Rostock’s experts. copyright: TEN-EUKLID Günther Purbach and team, Rostock 10/2015

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