

## Regional Development in the Baltic- Adriatic-Development Corridor – Chances and Potentials of Spatial Economics

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## 1. Guidelines for the Development of the Corridor

**Thesis:** The country-crossing initiative of the East German federal states focussing on the promotion of a „Baltic-Adriatic-Development-Corridor“ was launched on 10 May 2007. This corridor is the shortest connection between the Baltic Sea and the Adriatic Sea and seems therefore to be suitable for the establishment of a new trans-European North-South-connection.

The following explanations base on the results of a study on potentials of spatial economics and needs for action in such a corridor, which was performed on behalf of the Joint State Planning Department of the federal states of Berlin and Brandenburg:

- Presentation of the historical development patterns and cultural references;
- Concentration on economic-spatial potentials;
- Presentation of the importance of the Baltic-Adriatic-Development-Corridor in terms of transport.

This basis allows performing profound assessments and evaluations of measures for the development of the corridor and for the role of the East German federal states.

From the historical point of view it reveals that different partial spaces of the corridor (Scandinavia, the Alpine space, the Mediterranean region) have got common cultural roots and structures of cooperation. The on-going process of the European integration offers chances for the further linking of these spaces. It should be therefore an objective to show the potentials of the new federal states and, by this, to generate new development impulses for the entire corridor region.

The assumption that the future-related development of the corridor can only be performed in a **multi-dimensional perspective** formed the starting point of the study. It should therefore take “hard” infrastructures in the form of road, rail and waterway connections into consideration. Furthermore, this process also requires functionally justified cooperations in the field of economy, science and culture to promote the development of the Baltic-Adriatic Corridor.

The central issue is therefore: How might a linked transnational corridor be developed with regions that are competing for company settlements, direct investments and European subsidies? And how can a linking region with the East German federal states better fulfil its integrating function?

The present study predicts from the assumption that opportunities for the formation of new spatial development potentials will develop also

beyond the already established main transport axes and the economically strong regions in Western Europe because of the change from the industrial production to the **knowledge economy**. These new spatial structures base on functional border-crossing networks. The potentials of networking are closely connected with the respective **territorial capital** of a region.

The Baltic-Adriatic-Development-Corridor has got a variable geography formed by functionalities and cooperational relationships and thus it can be extended or restricted. Its core region consists of the Scandinavian Triangle of the metropolitan regions of Oslo, Stockholm and Copenhagen/Øresund, the East German federal states with the metropolitan regions of Berlin-Brandenburg and the Saxon Triangle, Bavaria with the metropolitan region of Munich, the capitals of Prague, Vienna, Bratislava, Ljubljana and Budapest, as well as the Upper Italian city regions of Milan and Venice/Triest (see ill. 1)



**Illustration 1:**  
Core region of the Baltic-Adriatic-Development Corridor  
Ill.: Joint State Planning Department

## 2. The Historical-Cultural Dimension

**Thesis:** *The structures of cooperation in the North and South of the corridor, as well as the still weakly developed linking functions of the middle partial space have been based on historical backgrounds.*

The Baltic-Adriatic-Development-Corridor connects partial spaces that base on historically developed economic and cultural relationships. As from the 11th century the Upper Italian cities led the way in the Mediterranean Sea. Venice, Genoa and Pisa became centres that extended their commercial activities also to the hinterland and via the Alps. In the 12th century the Hanseatic League developed in the North Sea and Baltic Sea regions: a city-league developed out of the initial alliance for the protection of the merchants, this city-league possessed considerable political and military power.

In cultural terms, there was much diversity in the region of the Baltic-Adriatic Corridor. Here, German, Roman and Slavic linguistic groups converge, numerous ethnic minorities show the **cultural diversity** and exercise, in parallel, an intermediary function. Close economic, political and cultural cross links can be identified within the northern and southern partial space.

The **northern partial space** bases on a culture marked by Protestantism and closely related Nordic languages. The close relationships between Scandinavia and North Germany in the fields of migration and trade were also marked by the Hanseatic League. Also later, there was a lively exchange of elite and knowledge between Scandinavia and Prussia. (Wolfer o.J.).

The **southern partial space** is characterised by the common Roman-Catholic tradition and the strong cultural shaping power of Italy until the 16th century. Later, the Hapsburgs Empire created a model for a multi-ethnic state based on the protection of common interests in a multi-cultural and multi-ethnic empire (Le Ride 1994).

Whereas there were traditionally close connections of cooperation in the northern and southern partial space, the **central region** was marked by political insecurity for a long time and was a transition space between the different cultures. This development is described clearly by the example of the frontier between mainly Protestant and mainly Catholic regions running through the corridor.

Individual **cities** had set essential cultural and creative impulses in the corridor region, like for instance Florence in the 15th century, Vienna between 1780 and 1910 or Berlin during the times of the Weimar Republic. Between 1840 and 1930 Berlin was considerably involved in the technological development (Hall 1998). **Transnational cooperation** was used for the following three purposes within the course of history:

- Creation of economic and political security;
- Transfer of knowledge;
- Creation of new spaces of knowledge.

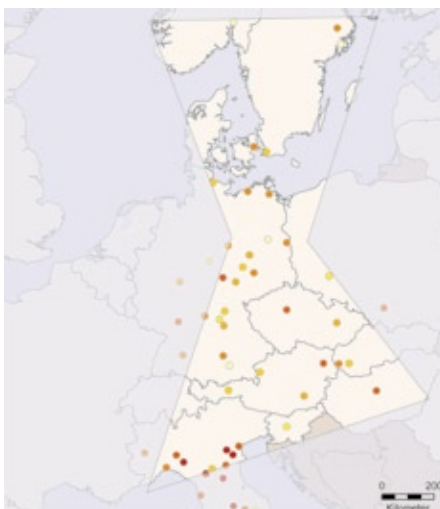
Numerous historical connections were, however, interrupted because of the two World Wars and the separation into East and West; and the „Iron Curtain“ formed an ideological and political division between East and West until 1989.

### 3. The Space-Connecting Resource “Knowledge“

**Thesis:** In the past, the transfer of knowledge was an important motivation for transnational cooperation and promotes the development of the Baltic-Adriatic-Development Corridor.

The transfer of knowledge has always been an important reason for transnational cooperation. At the same time, the European **system of knowledge** has led to own **centre-periphery-formations**. Different than the relatively persistent structures of the city system, those are, however, more variable. The mobility of professors and students was also high in the Middle Ages, Latin was a common language and script. Revolutionary innovations such as the microscope and the telescope were used in whole Europe and led to a standardisation of the sciences (Schäfer 2006).

In the course of this development a **shifting of the centres of knowledge** took place: The **early foundations of universities** took mainly place in Italy and Spain as from the 11th century and they extended from there to the North. At the time of the foundation of nation states the focal point of the scientific activities was shifted into the northern and western directions (see also ill. 2).



**Illustration 2:**  
Foundation of universities until the 19th century  
Presentation: IRS based on Davies (1997)

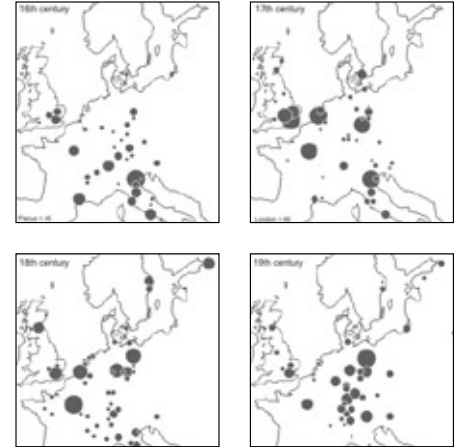
The spatial extension of the modern philosophy followed a similar pattern like the foundation of universities having their starting point in North Italian cities. From there, the Renaissance could unfold its cultural shaping power for whole Europe. The focus of the philosophical and scientific activities shifted into the North-Western direction with the centres of Paris, London as well as Amsterdam/Leiden/The Hague in the 17th and 18th centuries. As from the second half of the 18th century **new centres** formed in “Central Europe” like for instance Weimar, just before Berlin took a dominant role in the European research system (Holenstein 2004: 116, 120).

Illustration 3 shows the career data of scientists in the 16th, 17th, 18th and 19th centuries broken down into their places of work and their spatial distribution. The data clearly shows the shifting of the priority sites ranging from a bundling process in Italy via a polycentric structure in Europe, a slight predominance of Paris in the 18th century up to a concentration in the region of the Baltic-Adriatic Corridor. This development can be

**Chronological sequence of the foundation of universities in the corridor region**

- until the end of the 13th century
- in the 14th century
- in the 15th century
- in the 16th century
- in the 17th century
- in the 18th century
- in the 19th century

Own presentation on database:  
Davies (1997) Europe. A history  
© EuroGraphics regarding the administrative borders



**Illustration 3:**  
Spatial main centres of science in the 16th -19th centuries  
Source: Taylor/Hoyler/Evans 2007

traced back beyond the first third of the 20th century. It was interrupted by the Second World War and later it was superimposed by the partition into East and West.

From the historical point of view it has been shown that the transfer of knowledge has got a space-relevant dimension.

In the central corridor region the Berlin research landscape with an extraordinarily high number of universities has to be mentioned first. In this region, three universities, as well as the University of the Arts and three smaller Art Academies, seven Universities of Applied Sciences and numerous private colleges, as well as more than 120 extra-faculty research institutions have established. Leading scientific and research regions are Dresden, Jena-Ilmenau and Leipzig-Halle in the Eastern federal states. Promoting entrepreneurial activities is one of the strengths of the German universities in the corridor region; however, the international orientation of the universities and colleges in Berlin and East German can still be extended.

In the other centres of the corridor, possible fields of cooperation on the main focus of knowledge mainly arise in such fields being among the proven **fields of competence** of the East German federal states and Berlin. Those are, apart from humanities and social sciences (mainly in Brandenburg and Berlin):

- Life science, biotechnology and care management industry
- Environmental and agrarian research;
- Optical sciences and micro system technology;
- IT, communications, media and cultural sciences
- Materials and raw material research;
- Logistics and transport.

## 4. Economic Potentials

**Thesis:** Numerous innovation and economic potentials exist in the corridor whose selected spatial linking may considerably contribute to the development of the corridor.

That are mainly the **metropolises** and their functional areas in the Baltic-Adriatic-Development- Corridor that are characterised by **high innovation potentials**. Furthermore, the knowledge and innovation potentials are particularly marked in South Scandinavia. Here you find high-tech economic structures based on extensive research activities. The region of Berlin-Brandenburg in East Germany and the Saxon Triangle belong to the regions with the highest regional innovative capacity. Also the North Italian cities of Milan and

Triest are important economic and technology locations and they are closely linked with the likewise highly innovative metropolitan region of Munich (see also ill. 4). Basically, the innovative capacity is lower in East and South Europe.

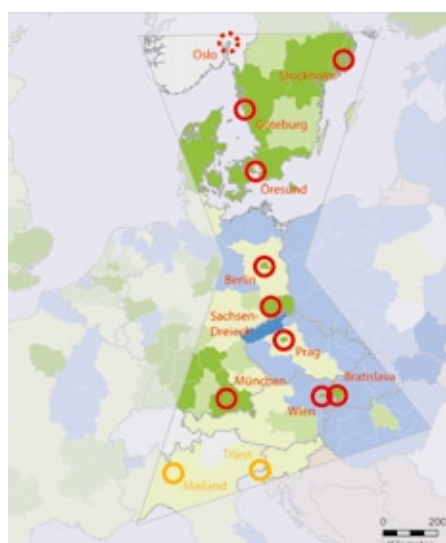
The spatial pattern of the **economy of knowledge**, divided into knowledge-intensive service and high technology mainly corresponds to that one of the innovation capacity. The economy of knowledge is concentrated in the metropolises

and their wider hinterland. Thus, the metropolises are science and research centres, as well as centres of high value services (see also Krätke 2007). Unlike the services, the locations of high technology industry also spread out over the hinterland of the metropolises

The fields of **biotechnology, information and communication**, as well as **automotive industry** are considered to be the sectors most of the focus is put on. The **maritime economy** also offers considerable potential in the corridor region (see illustration 5) due to the situation of the corridor between Baltic Sea and Adriatic Sea.

The overall picture clearly shows that the selected sectors concentrate in those regions, in which the highest innovation and knowledge potentials have already been identified before: in **South Scandinavia** with the four locations of Copenhagen/Øresund, Stockholm, Gothenburg and Oslo as well as the **metropolitan regions** south to the Baltic Sea.

The information and communication sector as well as biotechnology concentrate on the metropolises itself, whereas the automotive industry has mainly settled in the hinterland of them. The headquarters of important



**Illustration 4:**  
Innovation potentials in the Baltic-Adriatic Corridor  
Source: Own presentation according to the European Commission 2007

### Regional innovation capacity\*

- highest performance
- superior performance
- average performance
- performance below average
- weak performance
- no data

### Centres of innovation

- In regions of highest performance
- In regions of average performance

\*The following indicators at NUTS 2-level of the years 2002 and 2003 were included in the index:

- \* human resources in E & T
- \* participation in life-long learning
- \* R & D of the country
- \* R & D of economy
- \* employees in the field of high-technology industry
- \* employees in the field of high-technology services
- \* EPA patent applications

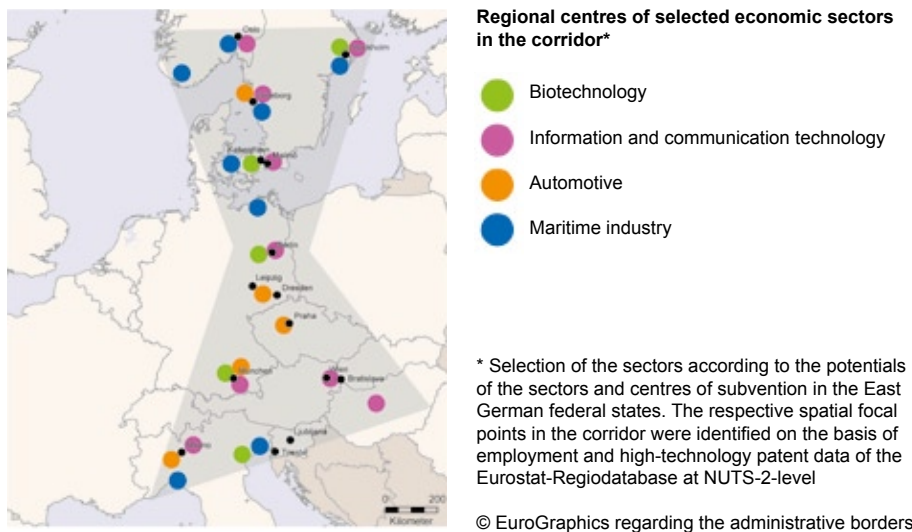
Source: Regional innovative capacity: European Commission 2007  
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European car manufacturers, such as Fiat in Turin, BMW in Munich and Volvo in Gothenburg, are located in the corridor. In close vicinity, there is also the place of business of the VW-holding in Wolfsburg. The identified locations of the maritime economy are the port locations of the shipyards and shipping companies, in the big coastal cities on the Mediterranean Sea and the Baltic Sea. Mecklenburg-Western Pomerania is a spatial focal point in this sector. The five identified priority sites of biotechnology (see illustration 5).

belong to the strongest ones in whole Europe in terms of research<sup>1</sup>.

The **cultural economy** is a special segment within the knowledge-intensive services being an important economic potential in Berlin and Brandenburg as well as in Leipzig, Dresden and Munich. Regarding an international linking potential numerous starting points are provided particularly in this sector. The cultural economy is a European-wide growth sector and is an important economic sector, particularly for Berlin.

The consideration of the **cross links in the field of foreign trade** of selected federal states (Bavaria, Berlin-Brandenburg, Mecklenburg-Western Pomerania and Saxony as of 2006) clearly shows that the potentials of cooperation are **capable of being extended**. Each of the federal states under investigation transacts the majority of its foreign trade deals (3/4) in non-corridor countries. The Western European countries form the most important group in this respect. Furthermore, regional-specific patterns of foreign trade connections are being established. Within the corridor, there is a North-South-connection through close connections with the group of Austria, Italy, Slovenia, particularly maintained by **Bavaria**<sup>2</sup>. As regards Northern Europe, only Mecklenburg-Western Pomerania maintains intensive commercial relationships with this region. The portion of the foreign trade links with the “corridor countries”<sup>3</sup> ranges between 17.5% (Berlin-Brandenburg) and 29.76 % (Bavaria). The cargo flows in Saxony are strongly focussed on the South-East-direction.



**Illustration 5:**  
Sectors of high technology on which focus is put on within the corridor.  
Source: Own presentation based on databases Eurostat-Regio databases

1 As measured by the number of the registered licences in the field of biotechnology  
 2 At present, the Bavarian trade volume is as three times high as that one of the federal states of Berlin-Brandenburg, Mecklenburg-Western Pomerania and Saxony together  
 3 Denmark, Sweden, Norway; Czech Republic, Slovakia, Hungary, Austria, Italy, Slovenia. Poland was added to the area “East Europe”.



## 5. Metropolitan Regions as Motors of the Corridor Development

**Thesis:** The metropolises and regions are playing a key role for the integration of the corridor. Metropolises and cities being nodes of knowledge have got a central role within the process of developing spaces.

Metropolises, metropolitan regions and cities being nodes of knowledge have got a central role within the process of developing spaces. The Baltic-Adriatic-Development-Corridor shows a polycentric structure with numerous metropolitan regions. The nine capital regions of Oslo, Stockholm, Copenhagen, Berlin, Prague, Vienna, Bratislava, Budapest and Ljubljana are located in the region under investigation. Additional potentials are offered by the metropolitan city regions of the Øresund region, the Saxon Triangle, Munich, Venice/Triest and Milan. Urban and rural areas are situated relatively close to each other in the corridor and underline the **polycentric spatial structure** (European Commission 1999: 1999: 21 ff. ÖIR 2006:11).

About 110 million people are living in the entire area of investigation; this corresponds to roughly **20% of the EU-population**. The density of population within the Baltic-Adriatic-Corridor is heterogeneous. Sparsely populated spaces (e.g. Mecklenburg-Western Pomerania and the Alps region) and regions with a high density of population like Saxony are closely located to each other. Spaces with stable and growing densities of population concentrate on the metropolitan regions. It is therefore a **central challenge** when developing the Baltic-Adriatic-Corridor to link and strengthen the polycentric system of metropolises, the city regions among them and with the rural regions.

Apart from the economic specialisations the functions of the metropolises offer starting points for future fields of action to develop the corridor. They are **nodes of knowledge and innovation** and, in parallel, important markets.



**Illustration 6:**  
Economic decision-making centres  
Source: ESPON 2005

A high level of administrative power of decision exists due to the numerous capitals in the corridor region.

The economic **decision-making and control function** by headquarters of international companies is, however, more or less weakly developed. Only Munich as a „Global Decision-Making Centre“ as well as Stockholm and Milan as „European Decision-Making-Centres“ are some exceptions ( see III. 7).

The improvement of the accessibility between the metropolises (see also chapter 6) is decisive for the success of the connecting function of the metropolises.

Furthermore, fairs, congresses and exhibitions as international places to meet are an important aspect of the **gateway-function**. Vienna, Berlin, Budapest, Prague and Copenhagen are located in the corridor, i.e. several leading locations for international meetings (see table 1).

Berlin, Copenhagen, Munich, Oslo, Stockholm und Rome are „World-Cities“ and have got an important **cultural function**<sup>4</sup> in the process of globalisation apart from their economic specialisations. Milan offers additional potentials, even in view of the media sector and the cultural economy (Taylor 2005). The importance of cultural functions is also shown by the good cultural infrastructure (museum, opera houses, etc.) increasing the attractiveness for tourists.

Ranking	City	Number of Meetings
1	Vienna	147
2	Paris	130
3	Singapore	127
4	Barcelona	103
5	Berlin	91
6	Budapest	86
7	Seoul	85
8	Prague	82
9	Copenhagen	69
10	Lisbon	69

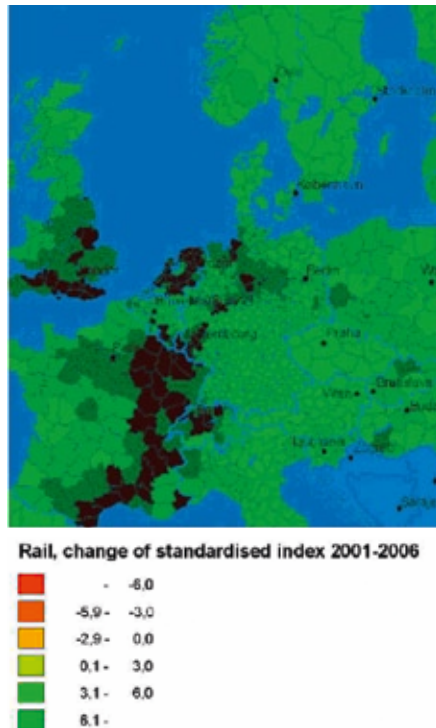
**Table 1:**  
City ranking according to the number of international meetings 2006  
Source: International Congress and Convention Association (www.iccaworld.com)

<sup>4</sup> Data on media concentration and on the fields of design and architecture is considered to be indicators of cultural functions.

## 6. Importance in Terms of Transport

**Thesis:** The political prioritisation of East-West-connections will have to shift, in the medium run, in favour of a general improvement of the connection of Central Europe to the international passenger and goods flows.

The region under investigation is of **strategic importance** by its bridging function to Eastern Europe at European level. Three of the five transnational axes leading to EU-neighbouring countries have got their starting point in the cities of Berlin, Budapest, Dresden and Salzburg. At European level, however, attention is paid only less to the region under investigation as a strategic connection between the Baltic and the Adriatic regions. Existing priority North-South-axes of the Trans-European Transport Network (TEN-V) neither reach into the Baltic region, nor into the Adriatic one. Furthermore, both west to the corridor, as well as east to it there are further priority North-South-connections of the trans-European network with a bridging function to the Baltic and Adriatic regions (see illustration 7).



**Illustration 8:** Changes of potential accessibility 2001 until 2006 (rail)  
Source: ESPON 2007

work whose elimination will only be expected in the medium run (in the next 10-15 years).

The **multi-modal development** of the region under investigation is partially pushed forward by nation states. The main focus is put on concepts on shifting the goods to rail and on the extension of multi-modal transport nodes (freight distribution centres, etc.).

Compared to the European core zone (Pentagon/“Rheinschiene“) the region under investigation shows less **transport flows**. The continuous dynamic economic development of the corridor region will lead to an increased importance of these axes also within the pan-European context. A connection to the high speed waterways is realised both via the Baltic Sea as well as the Adriatic Sea. The ports situated there play, however, only a subordinated role regarding the global flows of goods. The international connection of the corridor in freight transport is mainly done via the airports of the big cities. Those ones show permanently increasing numbers of passengers (see table 2).



In the past years considerable modernisations and improvements of the **transport infrastructure** took place leading to increased accessibility (see illustration 9). The Berlin main station and the airport Berlin-Brandenburg International (BBI) being under construction, the federal motorway A 17 between Dresden and Ústí nad Labem, or the new Strelasund Bridge between Rügen and Stralsund are examples of such measures. Furthermore, two further projects are being planned that will lead to an improvement of the North-South-connection, like the construction of a Brenner basic tunnel or die promotion of “maritime motorways“ in the Mediterranean Sea and the Baltic Sea (TEN-T project no. 21). In parallel, the transport infrastructure shows bottlenecks in the rail net-

**Illustration 7:** TEN-T: Priority axes and projects  
Source: European Commission 2005a (extract)

Passenger Volume		
Airport	2006 (Mio)	change 2006 to 2005 (%)
Berlin total	18,5	7,9
Copenhagen	20,8	4,5
Milan Malpensa	21,8	10,9
Munich	30,8	7,5
Oslo	17,7	11,2
Prague	11,6	7,5
Stockholm Arlanda	17,7	2,5
Vienna	16,9	6,3

**Table 2:**  
Passenger volume of selected airports in the Baltic-Adriatic-Corridor  
Source: www.adtv-net.de

Due to the infrastructural gaps, but also because of missing harmonisation and coordination, the travelling times are partially much longer in the region under investigation compared to comparable distances on other axes. Also when considering individual connections between the metropolitan regions considerable differences in quality become obvious (see also table 3).

Train connectiong	Train distance in km	Travelling time in hours
Berlin-Copenhagen	670	6:42
Copenhagen-Stockholm	620	5:09
Copenhagen-Oslo	550	8:22
Berlin-Vienna	800	9:17
Berlin-Bratislava	790	8:56
Berlin-Prague	400	4:32
Prag-Ljubljana	750	11:15

**Table 3:**  
Travelling times by train between selected cities in the corridor (fastest connection)  
Source: Deutsche Bahn AG / www.jizdnirady.idnes.cz)

## 7. Opportunities of Cooperation in the Corridor

**Thesis:** When developing the Baltic-Adriatic-Corridor existing structures of cooperation and potentials can be used.

In the corridor, some **transnational initiatives**<sup>5</sup> (z. B. Interreg III B) already exist for the development of corridor and cooperation spaces. It is the challenge, due to the numerous projects in this space, to transfer these projects in continuous and coordinated processes of the transnational development of the corridor.

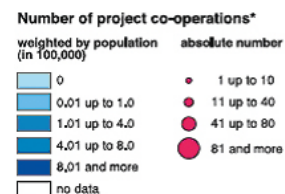
Some initiatives mainly base on transport infrastructures as physical fundamentals of spatial networking and regional development. Topics of regional development and network-like cooperation are just dominating. In this respect, the improvement of the transport infrastructure is mainly considered to be the basis to strengthen the interregional exchange and the networking of the cooperational partners.

In particular, the highly innovative Southern Baltic Sea region offers numerous potentials of cooperation. By this, the perspective of the Scandinavian countries that has more or less focussed on Western Europe could

be steered to Central and Eastern Europe by a stronger linking also of the East German federal states with Denmark, Sweden, as well as Norway (European corridors o.J.). The same applies to the Alps-Adriatic-region, in which mainly Bavaria maintains close relationships. Here, respective potential exists, in particular for the East German federal states to further extend these links.

They may fulfil a linking function between the already well linked regions of the southern Baltic Sea region and the Alp-Adriatic region. Except Mecklenburg-Western Pomerania the German corridor regions are not sufficiently represented in **transnational cooperation** (see illustration 10).

But these chances are also facing risks. Improved traffic routes and shortened travelling times lead to the danger that pure transit areas will develop being “undocked” from the developments of the centres (leap frogging, through traffic<sup>6</sup>). Peripheral



**Illustration 9:**  
INTERREG IIIB cooperation in the corridor  
Source: ESPON 2006

spaces have to be connected with the centres by regional transport systems (MKRO 2006: 15).

<sup>5</sup> e.g. A-B Landbridge, AlpRRail, COINCO, SiC!

<sup>6</sup> e.g. the project Baltic Gateway has furnished proof that mainly the centres would benefit from an improved train connection between Berlin, Rostock, Gedser and Copenhagen (PLANCO/COWI 2004b:4).

## 8. The Vision:

### An Integrated Development Space between the Baltic Sea and the Adriatic Sea

**Thesis:** *The different spatial talents of the corridor regions – their territorial capital – shall be used to initiate cooperation projects being of benefit for all parties involved. The different advantages of transnational cooperation are taken into consideration to create sustainable structures of cooperation: The complementarity of performances and qualities, the production of critical mass and the improvement of information and organisation structures.*

The region of the Baltic-Adriatic-Corridor is heterogeneous in terms of social economy and culture including the traditionally closely connected partial spaces in the North and South, and a more or less weak linking connection of the middle space. This leads to the necessity to improve the perception of the corridor in a topic-crossing manner and to market its strategic target in economic, traffic and cultural terms and to achieve a widespread effect by this.

In this regard, a suitable instrument seems to be an **overall concept** to be developed in common by different groups of stakeholders (regions, representative of economy, NGOs) to create consciousness and to simulate a strategic objective purpose for the development of the corridor.

The following fields of action are appropriate for performing concrete measures.

#### 8.1. Knowledge-based cooperation

By using purposeful spatial links the centres in the corridor may further extend their scientific potentials and, in parallel, they may develop the entire corridor to become a scientific focus region. A detailed **stock-taking** of locations of science and research would form the starting point. On such a basis, the following concrete steps could be initiated with the recommendations being rather of fundamental nature.

- *Establishment of common study courses:* Common study courses seem to be useful especially in the technical field to increase the intercultural competences of students and to enhance the innovation and cooperation potential.

- *Initiation of common research projects:* Common research projects or also research institutions and cooperation with companies are suitable to institutionalise the exchange of knowledge between researchers, to strengthen the own research profile and to establish purposeful links with the economy
- *Formation of regional core competence:* At regional level, any links between science and research offer the opportunity to form clusters and to adjust educational and training offers to regional labour markets.

#### 8.2. Economic-spatial cooperation

Special economic-spatial potentials also result from the field of knowledge economy in terms of developing the corridor. Specific links are necessary both for knowledge-intensive services, as well as for the high-tech sectors.

- *Using potentials of the cultural landscape:* The cultural economy as a segment of the knowledge-intensive services marked by high growth potentials should be utilised for the development of the Baltic-Adriatic-Corridor. In this regard, the special company structure has to be taken into consideration, where an extraordinarily high number of small and medium-sized companies are represented. The cultural economy depends on personal contacts to a great extent and therefore on good transport connections between the locations (metropolises)
- *Creation of value chains:* In the field of high-tech the promotion of links marked by division of labour (value chains) between companies in the main sectors of the corridor should be in the foreground. In this respect, mainly any coope-

ration in the identified industrial main sectors of IuC-technology, biotechnology, maritime economy, automotive industry as well as transport industry are appropriate.

- *Stronger orientation to Scandinavia:* The majority of the goods trade of the East German federal states and Bavaria is orientated towards South-East-Europe. In particular, the weak integration of Berlin-Brandenburg requires a need for action for the promotion of economic activities (e.g. biotechnology, health care management industry, transport industry).

#### 8.3. Linking of the Metropolises and the Regions

The metropolises, cities and regions play a central role in the development of the Baltic-Adriatic-Corridor. The small and medium-sized towns and the rural areas will be integrated in the transnational development as well by connecting them with the metropolitan regions through secondary network. In order to use the potential of the metropolises and to support their links with each other several parallel strategies could be pursued:

- *Information and interaction between the metropolises:* A partially high level of mutual recognition and relevance exists between the metropolitan regions of the corridor. Berlin is located in a strategically favourable position to take over a “switching” function between the northern and southern partial spaces of the corridor. In order to promote the exchange of knowledge and the increase of the mutual relevance of the metropolises in the corridor a common forum of the “corridor metropolises” could be formed for exchanging, e.g., “good practices”

of the foreign affairs of the cities or of the administrative organisation.

- *Using the cultural diversity:* The cultural diversity in the corridor is an integrating and identity-promoting potential that can be used for the further development. At the same time, it offers an important potential for border-crossing links, e.g. by exchanges, common exhibitions, stage performances, cultural festivals, concerts, etc. Such events also lead to certain widespread effects and an increased perception for other cities and regions of the corridor.
- *Common marketing:* The potentials of the metropolises within the region should be used and improved by common marketing (e.g. common tourism concepts, closer cooperation in the field of fairs and conferences „fair partnerships“ between trade fair companies, the exchange of „good practices“ or common external marketing).

#### 8.4. Coordination of Transport and Infrastructure

- *Revision of the guidelines of the trans-European transport networks (TEN-V):* With a view to the revision of the TEN-V guidelines until the year 2010 a continuous multi-modal axis could be supported running from Scandinavia via the East German federal states to South Europe. An extension of the TEN-V axis 22 from Dresden to Berlin, as well as the extension of the TEN-V axis 1 from Berlin via Rostock to the Øresund region should be in the focus of any efforts taken. In this regard, a commitment at federal level should be obtained first; afterwards bi- or multi-national agreements should be made with the direct neighbouring countries (Denmark, Czech Republic), possibly by integrating further countries (Sweden, Norway, Austria).
- *Promotion of the multi-modal development:* The regional development initiative “Central European Baltic-Adriatic Corridor” could be used to bundle the central stakeholders of politics, economy and

administration in the East German federal states in order to support in common an accelerated implementation of the measures necessary for developing the corridor to fill still existing gaps in the transport infrastructure, in particular in the track network.

- *Border-crossing coordination and harmonisation:* An optimization of transport and travel chains by using the existing infrastructure could lead to a noticeable increase of attractiveness of connections in the region under investigation already at short notice, as well as in the medium term. The interfaces between the various modes of transport (e.g. German and Danish Baltic Sea ports) have got a key position in this regard. That’s why the operators of different transport modes and nodes (also in a border-crossing manner) should be linked with each other and look jointly for opportunities of optimising transport chains and travelling routes by organisational measures (times, frequency, etc.)
- *Linking up stakeholders of the logistics and transport industries:* In the various countries along the central European Baltic-Adriatic-Corridor numerous providers of logistic and transport services exist. They offer different services and have established already now own regional and European-wide networks and cooperation projects. In this field, there does exist a considerable need for investigation and optimisation (opportunities of shifting transports to comparably environmentally-friendly means of transport e.g. RoLa, intermodal transport)<sup>7</sup>.
- *Linking up transnational and regional transport:* In parallel to the development of efficient connections between the centres solutions and approaches should be developed enabling also an efficient connection and thus the integration of the other regions in the development of the corridor. This mainly applies in view of the already existing economic locations outside the big centres. Border-crossing transport

associations would be examples for practical implementation steps

#### 8.5 Corridor Development by Cooperation

- *Using existing structures of cooperation:* When developing further cooperation processes the already existing initiatives should be considered and integrated. The Baltic-Adriatic-Development-Corridor is able to build spatially and conceptually mainly on the INTERREG III B-projects A-B Landbridge, SiC!, COINCO and Baltic Gateway.
- *Bundling and coordinating the existing corridor initiatives in the region:* Beyond this, it should be attempted to transfer parallel networks in a common corridor region. The integration of the Polish side is of particular interest with a view to the port complex of Stettin and the bordering peripheral regions situated on the rivers Oder and Neiße.
- *Using the results of and experience gained in other corridor initiatives:* Existing corridor initiatives outside the Baltic-Adriatic-Development-Corridor may serve as a motivation to shape the further process of cooperation. For example, they have demonstrated how the modification of the TEN-networks (Initiative Baltic-Adriatic-axis) can be triggered by political commitment at national level and by a common demonstration of interests, or how – by the so-called “zero measurements”, i.e. by intelligent solutions without any investments in the infrastructure – intensified transnational cooperation can be realised (North-East-Corridor).

The vision of a corridor that is linked up in terms of economy, transport and culture can surely be achieved only in the long run. It is, however, important to support and booster this vision by concrete projects. The territorial capital of the corridor shown in the following synthesis map offers some starting points for future projects.

<sup>7</sup> Some approaches already exist. For example, a transport chain of intermodal transport could also be realised by a cooperation project between the shipping company Scandlines with the company Intercontainer-Interfrigo (ICF) from Italy to Scandinavia, via the ports of Rostock and Trelleborg (2003). (comp. <http://www.scandlines.de/de/infocenter/presse/2003/2003-6.htm>)

## 9. Territorial Capital in the Baltic-Adriatic-Development Corridor

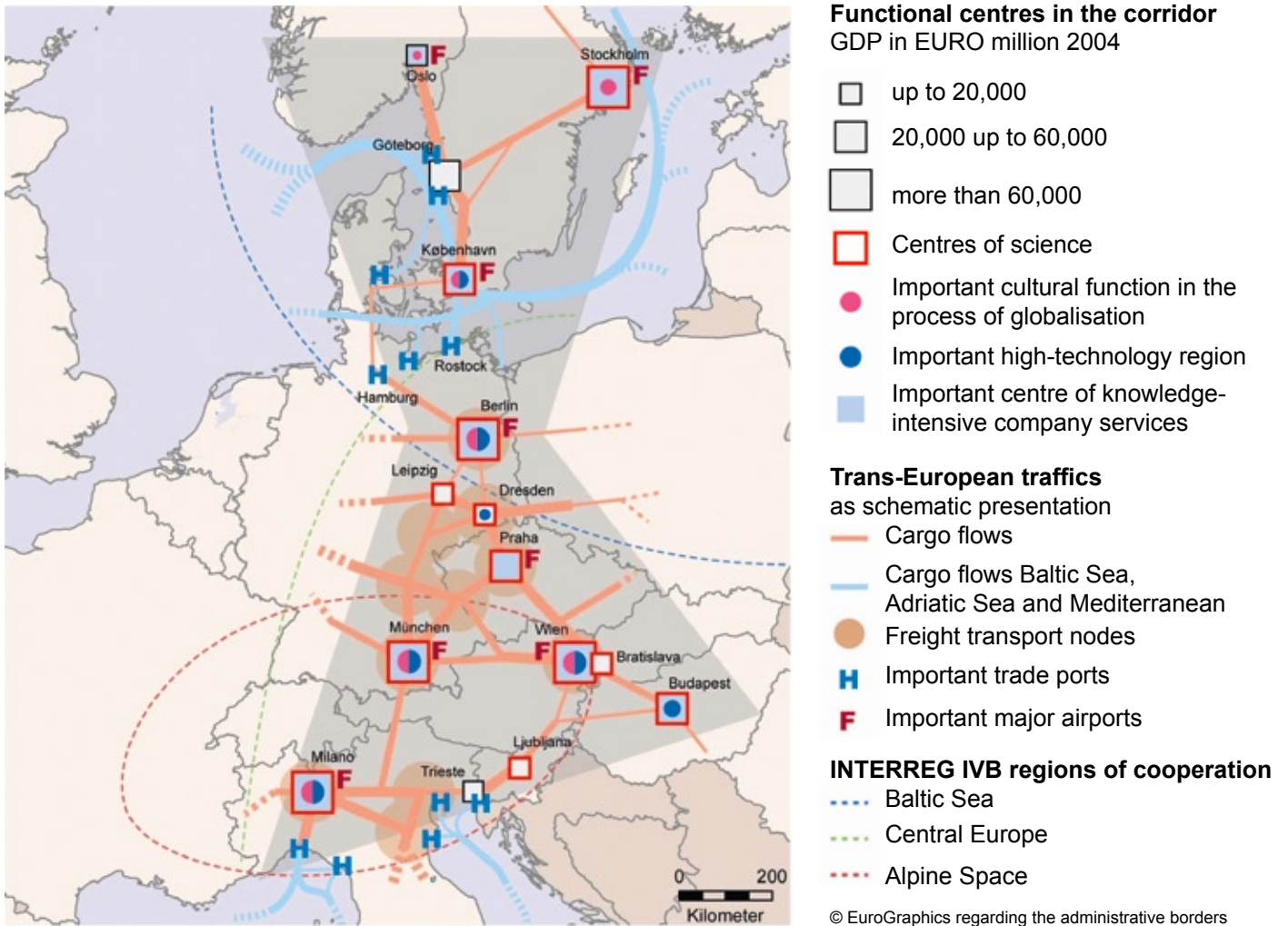


Illustration: IRS 2008

### Explanatory notes on the legend:

- GDP in EURO million at NUTS2 – level, source: Eurostat
- Centres of science as “Knowledge nodes of European significance”, source: EPSON 1.1.1
- Important cultural function in the process of globalisation, according to Taylor (2005)
- High-technology regions with more than 12,393 employees in high-technology sectors at NUTS“-level, according to Krätke (2007)
- Centres of knowledge-intensive company services with more than 111,156 employees in company-related services at NUTS2-level, according to Krätke (2007). Prague and Oslo with very high relative importance of finance and company services, Source: Eurostat
- Cargo transport volume as schematic presentation, line thickness symbolises the volume of cargo flows, according to ESPON 1.2.1, p. 348
- Cargo flows Baltic Sea, Adriatic Sea and Mediterranean as schematic presentation, line thickness symbolises the volume of cargo flows, according to Baltic Maritime Outlook (2006) and European Commission (2006)
- Freight transport nodes Nodes with more than 200,000 t of cargo per year, according to ESPON 1.2.1, p. 348
- H Important trade ports with more than 1.5 million t of cargo handling in 2004, according to BBR (2007)
- F Important major airports with more than 10 million passengers in 2006, according to www.adtv-net.de

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## Notes



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A country-crossing development corridor ranging from the Baltic Sea to the Adriatic Sea is of special strategic importance. It is the shortest connection between the Baltic Sea and the Adriatic Sea with transatlantic access both into the northern direction as well as in the southern one.

Active policy in terms of regional development focused on this region shall support to generate economic impulses and to optimise transport flows.

In November 2007 a conference of two days taking place in Berlin determined the development potentials. By signing the Berlin Declaration the foundation stone was laid for concrete projects of transnational cooperation.

The present brochure bases on the results of a study on spatial economics and the options to become active in this corridor.