



RIGA AND PIERIGA MOBILITY PLAN

First step towards future mobility and accessibility

● Jolants Austrups

Senior Officer
Department of Financial Management, Latvian Ministry of Traffic

Without a doubt, cities and urban areas today are the main engines of economic development in every part of the world. Latvia is an example of a small country where the resources are concentrated mainly in the capital city and the national population is small. During the development of the Riga and Pieriga (functional area of the Riga city) mobility plan, the importance of cooperation, sustainability and integration is discovered again and again.

The capital city is often the key for international and national transit in a country. In Latvia, Riga provides a living and workplaces for a substantial number of its inhabitants. If the capital city doesn't function well and the transport system is inefficient, it is not only the country but the whole region – including neighbouring countries – which lose in the attractiveness-based competition for business, visitors and inhabitants. In addition, the continuous urbanization raises many common concerns, traffic being one of them.

Keeping the regional perspective in mind, the Latvian Ministry of Traffic has developed a mobility plan for Riga and its surrounding area Pieriga with financial help from the European

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Union Cohesion Fund. It determines a vision and necessary actions in order to promote unified transport system development in Riga and Pieriga, thus improving accessibility of the territory. The mobility plan sets the priorities for the improvement of the infrastructure in the region.

Although one could say that such plan has purely national significance, we see that the benefits reach much further. For instance, by improving the accessibility of Riga port and the port infrastructure, the passenger traffic to and from Stockholm will increase. By improving the road network in the region, on the other hand, more cars will travel from and to Tallinn. The capitals are no longer medieval isolated fortresses, but the key connections in the larger international network.

When reviewing existing development plans and looking for solutions and recommendations for

traffic and transport problems, the Latvian Ministry of Transport used the experiences from a similar process conducted in Amsterdam. This provided the possibility to learn from international comparison and reminded them of the importance to cooperate with various organisations, departments and national/municipal institutions. A positive side-effect of the development process of the mobility plan is the organizational learning in the form of exchange of ideas, experiences and good practices with regard to the traffic issues in the region.

We feel that our vision is similar to the vision of the Central Baltic INTERREG IV A Programme 2007-2013. People say that the ocean is made up of tiny drops of water, and we hope that we have contributed with our national activity to increasing the potential of making the programme area an accessible, global centre for growth and innovation.



Philipp Schwartz
Head of the Joint Technical Secretariat

About 600 years after Störtebeker, the famous Baltic Sea pirate, was on trial in Hamburg, a court is dealing again with piracy charges. In the final analysis, the only safe place for a ship to hide from pirates was and is a safe harbour. Harbours as well as traffic in the Central Baltic Sea region are also the focus of this newsletter, the 5th issue of "The Float".

Even if the cover article is about "on-land" traffic in and around Riga, the intensity of maritime traffic in the Central Baltic and, in particular, the regular ferry connections between Mariehamn, Helsinki, Riga, Stockholm, Tallinn and Turku lead to the impression that maritime traffic in our region is actually close to a public transport system.

We would like our five Joint Technical Secretariat offices in Mariehamn, Riga, Stockholm, Tallinn and Turku to be perceived by our project developers and implementers as safe harbours, where one can get the necessary knowledge and support to either start an exciting journey across borders or to ride the waves of cross-border cooperation. Or maybe the JTS offices should rather be regarded as lighthouses showing the captain of the ship (the project) both the general direction and the tricky cliffs to sail round, added to the rewarding treasures of cross-border cooperation for discovery along the way.

May the wind fill your sails!



WHERE TO FIND INFORMATION ON THE USED FUNDS?

KEEP – Knowledge and Expertise in European Programmes database



● Ulf Wikström
Project Manager, INTERACT Point Turku

The KEEP database will capture project and programme results and potentially increase their visibility as well as try to ensure synergies between programmes, strands and objectives of the cohesion policy. The aim is to give evidence for the impact and good results achieved within Objective 3/European Territorial Cooperation (ETC). By enabling and aggregating data search as well as giving the general public an easy interface, KEEP will make European funding more transparent and will make ETC more accessible and accountable to the general public.

Within the prototype currently being built, there will be new possibilities to search for features such as: theme; keywords; programmes; searching with multiple criteria; displaying NUTS 3 regions, project partners and lead partner locations; printing maps; etc. At this stage there is a KEEP “demo” version available that provides a glimpse of how the database will work. The first version was published already in May 2010. Since then, programmes have had the possibility to make their comments and remarks and have in this respect been quite active.

During the last few months, the database has been updated with data about approved projects from the transnational programmes and the interregional cooperation programme. During the next phase, all four INTERACT points will work together with individual cross-border cooperation programmes in order to guarantee the best possible quality of data to be entered into the KEEP system. In the area round the Baltic Sea, this is done in the beginning of year 2011. This means all data already entered will have a quality check, and new projects will be integrated as soon as possible. In the case

of Central Baltic INTERREG IV A Programme 2007-2013, it will mean close collaboration with INTERACT Point Turku in order to guarantee that all relevant data from Central Baltic INTERREG IV A Programme 2007-2013 will also be available in KEEP.

The KEEP website will be up-and-running in 2011. It means that the database system will be fully working, allowing the export and import of data. All data of the projects which the ETC programmes have approved are being collected, checked and integrated. Existing basic statistics will be revised and new advanced statistics will be developed, and the generation of special maps and graphs will be possible. These more advanced functions are planned to be up-and-running during the summer of 2011. In order to facilitate the use of KEEP, INTERACT will also produce and offer a training module for all ETC programme bodies about how to work with KEEP. The consultation process with all ETC programmes will continue, in order to achieve the best possible result during the whole process.



Information on the EU cohesion policy and especially the territorial cooperation will become easier to acquire with the KEEP database in place



THE PROGRAMME PRESENTED FROM DIFFERENT ANGLES

The Central Baltic Showcase Conference 2010 took place in Riga on September 29 and gathered over 260 stakeholders to look at where the programme is coming from and where it is heading. The day consisted of various sessions which covered the programme from its preparation phases to its implementation as well as future wishes and expectations. The sessions also tackled the varying levels of programme implementation: the strategic, programme and project levels. During the afternoon's project exhibition, 25 funded projects presented themselves, showing their cross-border activities. Additionally, thematic meeting points were set up according to the initiatives from the participants in order to facilitate discussion and make new contacts. Project videos were shown and, all in all, the networking opportunity and possibilities to exchange views and experiences seemed to be highly appreciated. Thanks to all participants!



Participants gathering information on the projects during the project exhibition

BOUNCING FLOAT AWARD 2010

This year, the projects funded by the Central Baltic INTERREG IV A Programme 2007-2013 were invited to take part in the annual Bouncing Float Award contest, under the theme "**Green project implementation**". This was the very first time the annual Award was presented. Projects were asked to present and describe the best and most innovative environmentally methods they use in running their project. The winner was announced at the Central Baltic Showcase Conference in Riga in September 2010.

And the winner is...

★ **COBWEB - Communicating the Baltic!**

Their green working methods are methods that all projects can consider. The runner-ups also contributed to further recommendations on green working methods for projects.

The project COBWEB is creating models of national and cross-border cooperation in environmental education between universities, environmental and nature schools as well as museums in the Central Baltic region. In their daily work, they also try to find green working methods. Maija Venäläinen, Project Manager of COBWEB, explains that the project works in accordance with 'Green Office' principles. Amongst other methods, they try to save paper consumption by not printing agendas, minutes or memos. Instead they upload all the documents online so that they are available for everyone both before and after meetings. Environmental values are considered when tendering, e.g. computers, phones and office supplies ("green procurement"). Furthermore, they

endeavour to make all journeys to meetings and expert forums by public transportation and when moving within a city to walk or cycle. Taking a train or boat on longer journeys makes it possible to make advantage of travel time by having meetings and discussions. Additionally, some meetings are held online to avoid unnecessary travelling.

The programme congratulates COBWEB and urges everyone to steal an idea from them for greener daily working methods!



Read more about the project: <http://www.hyria.fi/cobweb>

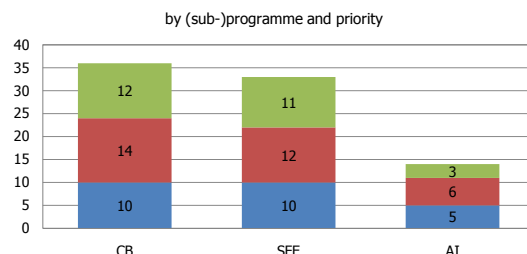


COBWEB team receiving the Award at the Showcase Conference in Riga. From left: Programme Director Tarja Nuotio, Project Manager Maija Venäläinen together with Merja Nurmela, Matti Ovaska and Maija Malnaca

4th call: funding decisions

The 4th call for project applications brought in 35 applications by the deadline of May 31, 2010. The Steering Committees held their meetings in October and approved 18 new cross-border projects. Altogether, the programme has approved 83 projects for funding. So far, only a small number of these have been finalised, with most currently in the implementation phase.

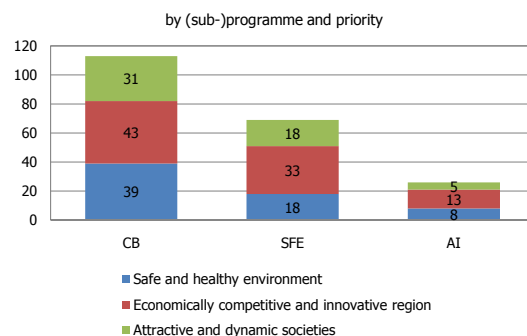
CALLS 1-4
Division of the 83 running projects



5th call: applications received

During the 5th call (November 1-December 15, 2010), the JTS received 51 new project applications. These applications will be assessed by the JTS and the Steering Committees will decide upon these during April 2011. Statistics on the division of the 5th call applications between the priorities and (sub-)programmes can be downloaded from the programme website.

CALLS 1-5
Division of the 208 received applications



- CB Central Baltic Programme
- SFE Southern Finland - Estonia Sub-programme
- AI Archipelago and Islands Sub-programme

JTS offers tools for project implementation

As the number of running projects is high and many projects are dealing with similar issues while implementing their projects, the JTS has developed new ways of supporting the projects in their implementation. On November 23, 2010 the JTS organised a seminar called "Tools for project implementation" in Tallinn. During the seminar, the projects were given guidance by the JTS as well as opportunities to share experiences with the other projects. Similar seminars will be organised during 2011, then separately for the three programme priorities, as well as one joint event focusing solely on the financial aspects for all projects. Additionally, the JTS sends out a bi-monthly "Toolbox" mail to all its projects with guidance and ideas for good implementation practices.

Programme mid-term evaluation

The implementation of the Central Baltic INTERREG IV A Programme 2007-2013 has been evaluated by DEA Baltika from Latvia in 2010, and the mid-term evaluation report can be downloaded at www.centralbaltic.eu. The evaluation will continue with follow-up evaluation during 2011-2013, providing feedback and recommendations on certain key aspects of the programme implementation.



A GLIMPSE INTO THE CENTRAL BALTIC HARBOURS

The countries in the Central Baltic area are connected amongst others through the Baltic Sea. During the last few decades, the Baltic Sea has become one of the busiest shipping routes in the world, due to increased international cooperation as well as greater economic prosperity in the region. According to Baltic Port Barometer 2010, over half of the 49 respondents report that the capacity in their port will increase in 2011¹. Below we present a few harbours in the Central Baltic region which have played important roles throughout history.

ESTONIA

Port of Saaremaa

The Port of Saaremaa is a unique harbour, as it is specially designed and built to serve passenger ships. The harbour is located on the western shore of Küdema Bay in the northern part of Saaremaa Island, Estonia. Construction of the new harbour was started as recently as the summer of 2005. The port infrastructure allows for vessels with a maximum length of 200 metres to call at the port. The natural depth of the harbour location is sufficient to receive the largest cruise ships sailing in the Baltic Sea. Saaremaa Harbour has the potential to host regional cruises as well as develop regular passenger lines between Scandinavia and Saaremaa Island.

Interesting facts

Saaremaa is also known as Ösel in Swedish and German. In Scandinavian Sagas as well as in the Chronicle of Henry the Livonian, numerous references have been made to "Osilian piracy".



FINLAND

Haminakotka Port

The ports of Kotka and Hamina are the two easternmost seaports in Finland. Measured by the total import and export tons flowing through these harbours, Kotka ranked third largest and Hamina tenth largest in Finland in 2009. In May 2011, the two ports will merge to form the biggest port in Finland, "Haminakotka Port". The new port will streamline reorganization and development of the port functions and maximize the benefits of the geographical location next to the capital region, while still in the heartland of the Finnish wood-processing industry as well as immediately next to Russia with excellent road, rail and deep-sea connections. The new port will be the third largest container harbour in the Baltic Sea.

Interesting facts

The eastern ports of Finland have witnessed many fierce battles throughout history, and many wrecks lie at the bottom of the sea in the vicinity of these harbours.

¹ http://mkk.utu.fi/dok/tutkimus/Baltic_Port_Barometer_2010.pdf

LATVIA

Port of Liepāja

The Port of Liepāja is the most southern of the Latvian ports and provides a solid base for logistics connections with the rest of Europe. It is Latvia's third largest port in terms of cargo traffic. The port infrastructure – access canals, berths and cargo-handling equipment – allows for vessels with a maximum draught of 9.5 metres and length of 225 metres to call at the port. In total, there are 16 cargo handling terminals for various types of cargo and warehouses, silos, tanks and refrigerated space. Liepāja is one of the few non-freezing ports in the region, providing continuous navigation in any weather conditions.

Interesting facts

After World War I, when the independent state of Latvia was founded, Liepāja became the capital of Latvia for six months while the interim government of Latvia fled from Riga aboard a ship called "Saratov".



SWEDEN

Stockholm Frihamnen

In 1907, a state regulation gave cities an opportunity to establish "free harbours" in Sweden. This meant that goods could be transported and stored without customs. In 1917, the City Council decided to build a harbour at Värtan in the city of Stockholm. The harbour that was given the name Frihamnen was – just as meant in Swedish – a "free harbour". Frihamnen was opened in 1926. The harbour grew during the years, with big storerooms and effective cranes. It became something of a big pantry during the Second World War, storing fruit, coffee, spices, meat, fish and shellfish. Today the harbour consists of five ports which include, amongst others, Stockholm's container terminal and a terminal facilitating traffic from and to Riga.

Interesting facts

In 1931, the American car company Ford established a warehouse in Frihamnen which contained an office and an exhibition hall as well as storage for spare parts and cars.



ÅLAND

"Åland Sailing Society" Guest Harbour

"Åland Sailing Society" (Åländska segelsällskapet) guest harbour is found in Västerhamnen, Mariehamn. Åland's oldest and most traditional guest harbour is situated near the museum ship Pommern and, due to well-developed services, has become a big gathering point for sailors from round the world. Here you can find water, electricity, sauna baths, washing machines and showers.

Interesting facts

The red building at the harbour is a creation designed by Finnish architect Lars Sonck. The house – called "Eagle's Nest" – was built in 1896 as a summer house for doctors. These days it serves as a restaurant.



W-FUEL



From waste to traffic fuel

By 2020, at least 10% of the energy used in road transport within the EU should come from biofuels or other renewable sources. How can this ambitious target be reached, and can we produce biofuels that are truly sustainable? Will we even be able to find new business opportunities by using biofuels as traffic fuel? The W-Fuel project is busy at work on the solutions.

The W-Fuel project combines waste, energy and traffic solutions in order to decrease emissions, costs and the use of materials. At the same time, the project promotes regional businesses and employment in waste treatment and energy production.

Sanna Marttinen, Project Manager for the W-fuel project, explains that biogas is one of the most environmentally friendly fuels. According to several studies, biogas has remarkable benefits as compared with the life cycle of other traditional or 'first generation' biofuels. The CO₂ emissions in a biogas-powered vehicle are, in fact, zero grams per kilometre.



Biogas can be derived from biowaste and sludge as well as from energy crops. In biogas plants, both the energy and the material content of the biodegradable waste can be utilized. Therefore, biogas technology opens possibilities for local, self-sustaining nutrient and energy cycles.

The W-Fuel project works with six case areas, of which four are situated in southern Finland and two in northern Estonia. In the case areas, the project creates the readiness to promote waste and sludge prevention, initiate biogas production and utilize biogas as a traffic fuel. The project also provides the means to develop industry and services related to waste management and renewable fuel in the case areas. Through research and outreach work, the project increases knowledge about the environmental, economical and regional effects of waste prevention, biogas production and traffic use.

"At the moment, the project partners are making plans for biowaste prevention in each of the six case areas, Sanna Marttinen says. The work consists of collecting information about biowaste amounts and quality from the case areas as well as planning how the prevention plans can be brought into practice.

"It is very important for us to cooperate with the potential users of biogas in the traffic sector already from the beginning of the project," Sanna explains. Three workshops have been arranged through the project on this topic in the project area to which the potential users of biogas have been invited. Municipalities, for instance, are important players, as they can affect how and what fuel their own traffic puts to use: e.g. municipal vehicles, the fleet of local transport buses, etc.

W-FUEL - From waste to traffic fuel

- (Sub-)programme:** Southern Finland - Estonia Sub-programme
- Priority:** Economically competitive and innovative region
- Direction of support:** Creating and supporting innovative and competitive environments
- Project duration:** September 2009 - December 2011 (2 years 4 months)
- Approved budget:** 1 107 200 euros
- Approved ERDF:** 849 400 euros

- Lead partner:** MTT Agrifood Research / MTT Technology research, Finland (Vihti)
- Partners:** Tallinn University of Technology, Department of Thermal Engineering, Estonia (Tallinn)
Stockholm Environment Institute Tallinn Centre, SEI-Tallinn, Estonia (Tallinn)
HSY Helsinki Region Environmental Services Authority, Finland (Helsinki)
- More information:** www.wfuel.info



BACES



Photo: Anna Jacobson

Baltic archipelago and island centres

Stockholm and Åland archipelagos are well-known tourist areas in the Central Baltic Sea, with well-functioning sea traffic and interest from tourists. BACES increases cross-border cooperation between the more remote archipelago areas by developing strategies and creating solutions for better accessibility of the islands cooperating in the project.

Most people living in the Baltic Sea region have spent time by the sea for leisure, and the BACES areas are lively summer vacation resorts. However, the BACES areas suffer from a short tourist season and the lack of substantial investments for better accessibility.

Based on these challenges, the BACES project idea was developed by partners from Sweden, Finland and Estonia to connect the archipelago areas. The partners in BACES understood that they have many similarities and shared challenges, and that joint solutions could be developed.

Seven centres for development are defined in the project: Arkösund, Tyrislöt, Fyrudden, Söderhamn in Sweden; Hanko and Raseborg in Finland; and Hiiumaa in Estonia. These centres are to be the drivers of development and growth in the archipelago area, and project activities are focused in these centres.

The project targets its activities within three main areas: accessibility, economy, and environment. Sustainable development and protection of the natural environment are the crucial factors for successful development and economic growth in the area. The largest single resource in these areas is the untouched natural environment.

Project coordinator Anna Jacobson relates that BACES started in spring 2010, and currently the project is focusing on feasibility studies and the collection of background information on needs and actions. This information will be used to create better conditions for the transport of goods and people as well as establish info centres and awareness-raising campaigns on natural environments, etc. One of the most attractive activities planned is an interactive cross-border travelling exhibition circulating between the various centres, in addition to free apps for smart phones.

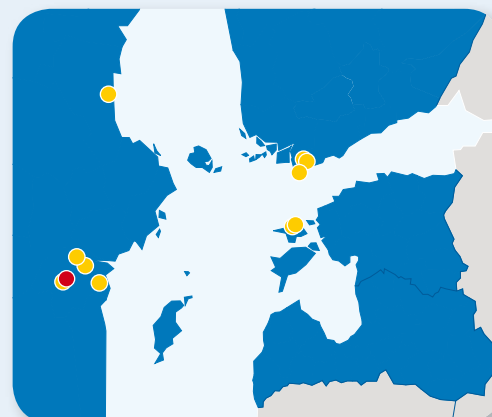


BACES - Baltic archipelago and island centres

(Sub-)programme: Archipelago and Islands Sub-programme
Priority: Economically competitive and innovative region
Direction of support: Supporting accessibility to and information about the archipelago and the islands
Project duration: May 2010 - April 2013 (3 years)

Approved budget: 2 567 984 euros
Approved ERDF: 1 935 004 euros

Lead partner: Östsam Regional Development Council, Sweden (Linköping)
Partners: Norrköping Municipality, Sweden (Norrköping)
 Söderköping Municipality, Sweden (Söderköping)
 Valdemarsvik Municipality, Sweden (Valdemarsvik)
 County Administrative Board of Östergötland, Sweden (Linköping)
 Municipality of Söderhamn/Culture and development department, Sweden (Söderhamn)
 Eurohouse NGO, Estonia (Kärdla)
 Foundation Tuuru, Estonia (Kärdla)
 Novia University of Applied Sciences, Finland (Raseborg)
 Municipality of Hanko, Finland (Hanko)
 Municipality of Raseborg, Finland (Raseborg)
More information: www.ostsam.se



Friendly island routes



Throughout history, the population round the Central Baltic Sea coast has used the sea and land for various activities as well as for fishing and shipping to attract people to the various countries surrounding the coast. Considering the increasing number of tourists visiting the region, it is of importance to develop the growing market through sustainable tourism approaches.

Tourism has during the last decade become more and more important for the islands round the Gulf of Finland, and the number of visitors has increased, especially in the larger cities. Although this is a positive aspect, it can be seen that small harbours in the archipelago round Finland and Estonia lack high-quality services and connections to local tourist activities. In order to attract tourists and develop sustainable tourism activities, there is a need to link the available services.

The project Friendly Island Routes (FIR) was developed by keeping the aforementioned in mind through an Estonian and Finnish network. The aim of the project is to raise interest towards small harbours and develop new and more individual as well as special tourism products in the archipelago. In order to do this, FIR has collected stories and legends about the islands, using them for marketing purposes as well as making special products that attract people. Sustainability is a key issue in the project. The main objective is to improve regional competitiveness in both countries. The project will improve the accessibility of Estonian and Finnish harbours and share information about the harbours in a versatile context.

During the project period, the current situation of the existing connections of the islands are analyzed, and proposals will be made for improving them. Project Manager Merle Laager from Estonia relates that a lot of things have happened since the project started. For example, a marketing and development strategy for islands for period 2010-2014 has been developed and marketing research has been organized. In addition, a TV show comprised of 14 broadcasts aimed at marketing Estonian and Finnish small islands has aired on Estonian Television. All of these materials contain a look at today's situation as well as recommendations on how to develop sustainable tourism activities and products on the islands. For example, it is stated that quality improvement and lowering costs is important in order to offer a competitive price level to all tourists.



FIR - Friendly island routes

- (Sub-)programme:** Archipelago and Islands Sub-programme
- Priority:** Economically competitive and innovative region
- Direction of support:** Supporting accessibility to and information about the archipelago and the islands

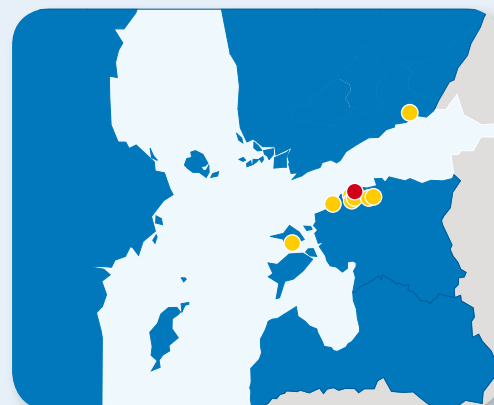
Project duration: September 2008 - August 2011 (3 years)

Approved budget: 978 731 euros

Approved ERDF: 786 838 euros

- Lead partner:** Viimsi Municipality, Estonia (Viimsi)
- Partners:**
 - Cursor Oy, Finland (Kotka)
 - Tallinn Municipality, Estonia (Tallinn)
 - NGO Kõrgessaare Harbour, Estonia (Käina)
 - Estonian Public Broadcasting, Estonia (Tallinn)
 - Municipality of Paldiski, Estonia (Paldiski)
 - Foundation Kalana Jahisadam, Estonia (Tallinn)
 - Jõelähtme Municipality, Estonia (Jõelähtme)
 - NGO Muusa Kapriis, Estonia (Kuusalu)

More information: <http://fir.viimsi.ee>



PREVIOUSLY PRESENTED:

1/5: REGIONAL COUNCIL OF SOUTHWEST FINLAND

2/5: ENTERPRISE ESTONIA

3/5: STATE REGIONAL DEVELOPMENT AGENCY OF LATVIA

4/5: GOVERNMENT OF ÅLAND

BEHIND THE SCENES OF THE PROGRAMME



5/5: COUNTY ADMINISTRATIVE BOARD OF STOCKHOLM

Developing sustainable cooperation in the Central Baltic region



● Annika Rosing
Head of Regional Growth Department

The Joint Technical Secretariat of the Central Baltic INTERREG IV A Programme has five office locations (Turku, Mariehamn, Tallinn, Riga and Stockholm). Each office is hosted by a local organisation. The County Administrative Board of Stockholm is the host organisation of the JTS Info Point Stockholm.

The County Administrative Board is a government authority that exists in close proximity to the people in each of Sweden's 21 counties. The County Administrative Board has a unique position in the Swedish democratic system and is an important link between the people and the municipal authorities on the one hand and the government, parliament and central authorities on the other. The work of the County Administrative Board in Stockholm is led by the County Governor Per Unckel.

The County Administrative Board works with issues that extend across the whole of society and therefore has a wide variety of specialists at its disposal – such as lawyers, biologists, architects, agronomists, foresters, engineers, public relations officers, archaeologists, social workers, veterinarians, social scientists and economists. The County Administrative Board is charged with a range of tasks including the implementation of national objectives, promotion of the county's development and the establishment of regional objectives.

In order to be a competitive region, cross-border cooperation is essential. The interests for international cooperation within the EU's structural funds are increasing in our region. This can be shown in the numbers of applications received in the Central Baltic INTERREG IV A Programme 2007-2013, in other territorial cooperation programmes and in various

national programmes. It is also visible in the interests of the EU Strategy for the Baltic Sea Region – noticeable not only round actors in the Central Baltic area but also in other regions in Europe following our example. Working across borders to join in efforts to solve joint problems is of importance and has become a question of vital interest. In this task, the EU Strategy for the Baltic Sea Region will be an important tool.

Since 2007 the County Administrative Board of Stockholm is the host organization of the Joint Technical Secretariat Info Point Stockholm of the Central Baltic INTERREG IV A Programme 2007-2013. Lifelong learning and learning from each other has become a well-known concept, and is part of why the County Administrative Board has taken on this role. The Central Baltic INTERREG IV A Programme 2007-2013 gives us the opportunity to gain knowledge and spread our experiences – not to forget one of the most important aspects: to be a part of developing sustainable cooperation in the Central Baltic region.

The mixture of different projects approved in the programme so far is an asset for the region. We need a region that is vigorous and creative, and this has already become visible during this programme period. I feel that the Central Baltic INTERREG IV A Programme 2007-2013 has been a success so far, and I am looking forward to the years to come.

The County Administrative Board of Stockholm is located at Kungsholmen in Stockholm



Photo: Marianne R. Berlin 2006

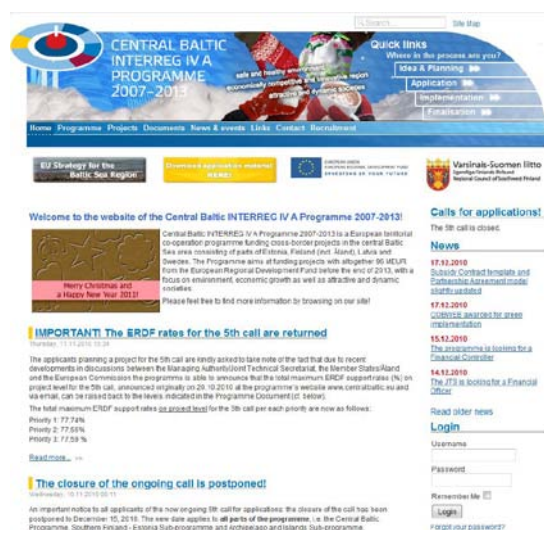


- ▶ Lead Partner (4th call projects) and Communication (all projects) seminars, Tallinn, Estonia, **January 18-19**
- ▶ Tools for project implementation seminar for Priority 1 projects (Safe and healthy environment), Tallinn, Estonia, **March 15**
- ▶ 6th CB Steering Committee meeting in Estonia, **April 5-6**
6th SFE Steering Committee meeting in Finland, **April 12**
6th AI Steering Committee meeting in Sweden, **April 14**
- ▶ 7th Monitoring Committee meeting on Åland, **May 18**
- ▶ Lead Partner (5th call projects) and Communication (all projects) seminars, Turku, Finland, **June 15-16**

VISIT THE PROGRAMME WEBSITE www.centralbaltic.eu

On the programme website you'll find all the latest information, facts and summaries of the running projects, possibility to search partners for a project idea, various documents to support application and project implementation, an event calendar, contact details of the JTS and much more.

You can also subscribe to the programme's mailing list to always be among the first to receive the latest news from us!



CENTRAL BALTIC INTERREG IV A PROGRAMME IN A NUTSHELL

The Central Baltic INTERREG IV A Programme 2007-2013 is an EU funding programme aiming at co-operation across the borders of Estonia, Finland (incl. Åland), Sweden and Latvia. The programme gives funding to projects dealing with environment, competitiveness and innovation as well as the attractiveness of the societies.

Aiming at cross-border co-operation in the Central Baltic Sea region, the funded projects are to have partners from at least two of the participating countries. The duration of the projects is normally 2-3 years and the approximate average budget around 1 million euros. The potential partners include local and regional authorities, state organisations and organisations established for general interest needs as well as NGOs and for Southern Finland – Estonia co-operation private enterprises with certain restrictions. For more detailed definitions see the Programme Manual available online.

More information about the programme and its projects can be found online as well as by contacting the Joint Technical Secretariat with its offices in Turku, Mariehamn, Tallinn, Riga and Stockholm. Contact information can be found at www.centralbaltic.eu.

