



Baltic Loop

Project overview

Tallinn, 24 September 2019

Turku University of Applied Sciences

Baltic Sea Region strategy



One of the main focuses of the Strategy for the Baltic Sea Region (EUSBSR) is to “connect the region” and it is only through an international, cross border project including regions and relevant stakeholders that real progress can be achieved.

The aim of the European Union Strategy for the Baltic Sea Region (EUSBSR) is to meet the challenges common to the countries in the Baltic Sea Region today.

The Strategy has three main objectives:

- 1) Saving the sea
- 2) Connecting the region
- 3) Increasing prosperity

Baltic Loop project goal and target



The overall target of Baltic Loop is

- to improve transport flows of people and goods within the Baltic region, three corridors (Northern, Middle and Southern) by utilizing multi-sectoral dialog from economical, technical and non-technical point of views.

The goal is to

- Overcome transport bottlenecks
- Improve traffic flows
- Simultaneously reduce emissions



Main result

- 1) Shortened transportation
- 2) Shortened travel time
- 3) Decreased emissions in these corridors

Sub-results

- 1) Improved competitiveness due to more efficient transport flow
- 2) The efficiency is achieved by improved delivery and terminal operations, which results in a shortened time of goods delivery
- 3) Reduced traveling time
- 4) Improved passenger accessibility to corridors from hinterland with linking to technical solutions.

Main activities to achieve the result:

- 1) Gathering and analyzing open and available data
- 2) Improving and creating time efficient transportation solutions
- 3) Discovering economic benefits by time managing in transport interface
- 4) Dialoging between different transportation actors

Four themes of the project

- The project tackles the bottlenecks in timesaving along the corridors through **four themes**:
 - 1) Technical time saving solutions
 - 2) Business models for smart and sustainable hubs
 - 3) Non-technical time saving solutions
 - 4) Dialog between transportation actors along the corridor

Project budget

Project duration: 1.4.2019 – 30.6.2021

Funder: Central Baltic Programme

ERDF	1 548 371,12€
own contribution	435 063,58€
Total budget	1 983 434,70€

Project partners

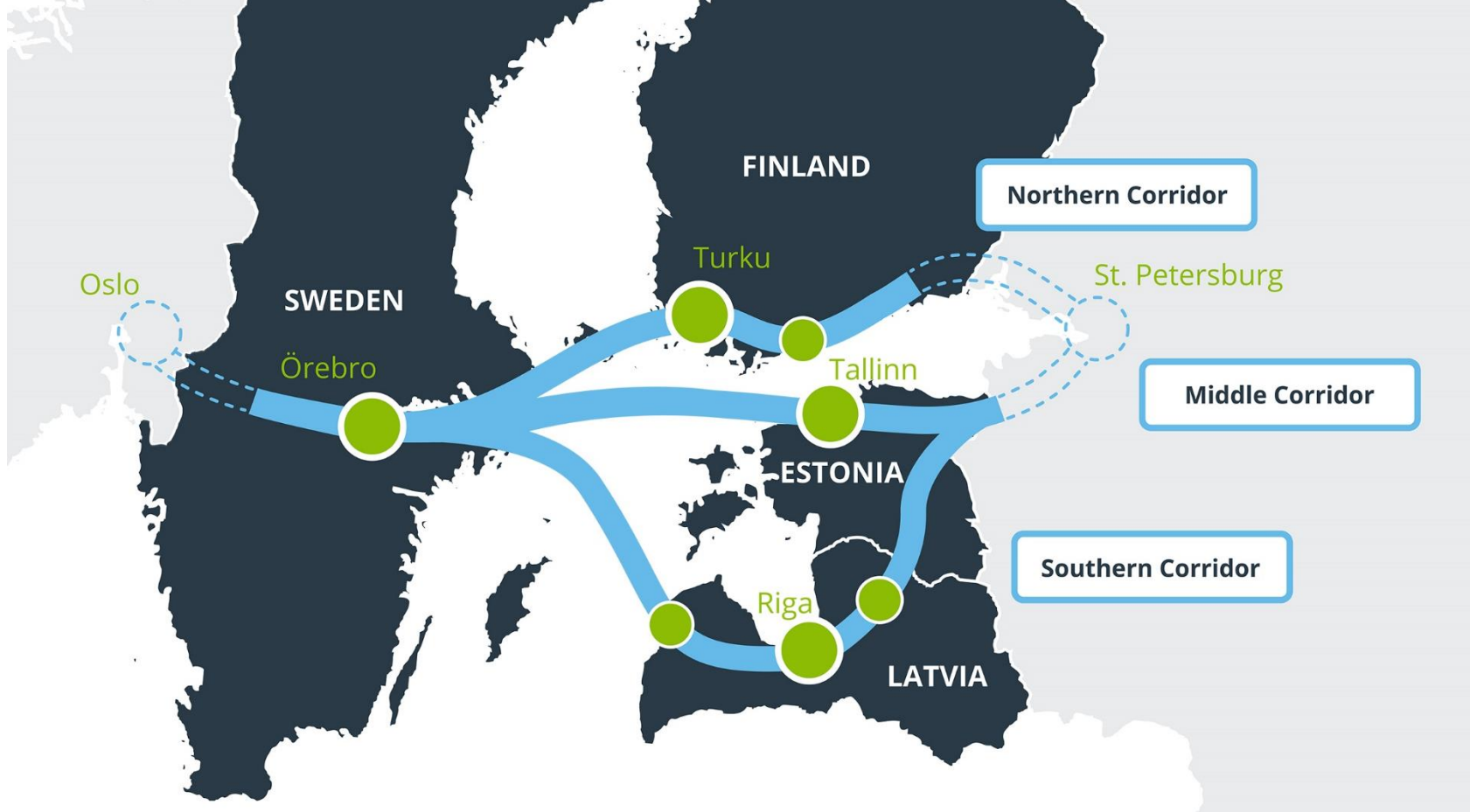
- LP Turku University of Applied Sciences
- PP2 Region Örebro County
- PP3 Vidzeme Planning Region
- PP4 Åbo Akademi University
- PP5 Riga Planning Region
- PP6 Ventspils High Technology Park Foundation
- PP7 Union of Harju County Municipalities

Baltic Loop general aim

- In general the project aims at identifying the bottlenecks of West –South traffic corridors (see pic) for intermodal transportation in order to visualize the most necessary points to facilitate intermodal transportation and traffic.
- The project is structured as follows: It is divided into 4 WP (Task Lines): Non-technical solutions, technical solutions, marine transport and administration.

The conceptual framework is being develop to:

- 1) identify the different levels of intermodal transportation and traffic.
- 2) use framework is used in surveying and discussing these bottlenecks with stakeholders and interest groups in more detail
- 3) to find solutions and roadmaps for further development



BALTIC LOOP – TO DISCOVER NEW POTENTIAL,
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A conceptual model for investigating bottlenecks in intermodal transportation → 3 dimensions

1) Organizational and supply chain level

- Structural demands for goods affect the whole supply chain
- Different product require new equipment and handling capacities from transport companies
- The unit costs of transportation varies between modes
- Customisation and manufacturing affect the requirements on transportation and terminal companies
- The organisational and operational adaption of companies throughout Baltic Sea area
- Developments concerning the management of transport and traffic providers

2) National/regional level

- Quality and productivity in material handling and passenger traffic are different along the corridor
- Quality in transport infrastructure
- Delays in improving infrastructure compared to demand
- National and regional developments in infrastructure
- Successful intermodal traffic and transportation needs, that all link between road transportation, traffic, rail and maritime, have to be facilitated by functioning infrastructure
- Multiple traffic and transportation involves multiple actors ; each mode of transportation plays critical role

3) International level

- International trends and bottlenecks affect international traffic and transportation around the Baltic Sea region
- International view is needed to improve the transportation cross-borders
- Baltic Loop project aims to improve transport interconnectivity (west to east and north to south) around the Baltic Sea
- Similar ports being constructed: competition on international cargo
- Increasing competition also between transport companies

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