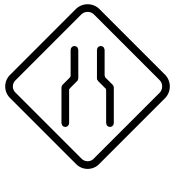


BALTIC LOOP PROJECT

NEWSLETTER #3 • MARCH 2020



Bottlenecks and inefficiencies

The project BALTIC LOOP seeks to minimize the impact and/or number of different traffic hindrances or bottlenecks on the three selected transport corridors running in the West-East direction; (Northern, Middle and Southern) within the Central Baltic Region, namely Örebro – Turku/Tallinn/Riga – St. Petersburg.

In order to achieve the objectives of the project, the project partners developed a questionnaire for stakeholders related to freight and passenger transport.

The thematic questionnaire was conducted to meet the following objectives:

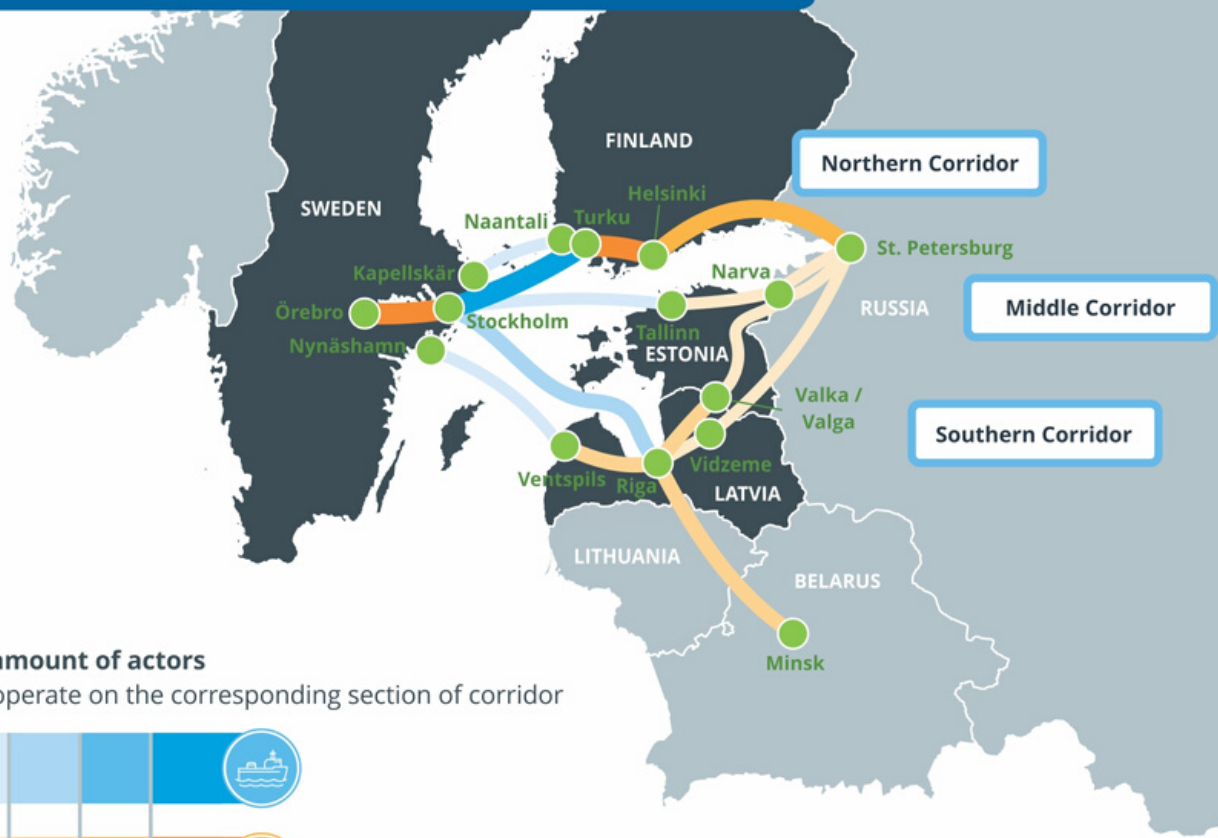
- evaluating transportation services and operations on selected corridors;
- identifying main hindrances and drivers for smooth transport flows;
- highlighting areas where improvements for more efficient traffic are needed.

FIND MAIN RESULTS OF THE SURVEY >>
ON NEXT PAGE

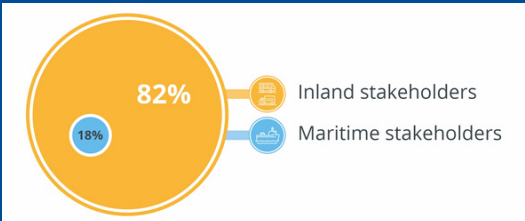
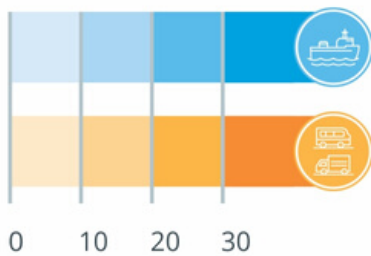
MAIN RESULTS OF THE SURVEY

Identification of bottlenecks and inefficiencies on selected East-West corridors

LOCATION OF RESPONDENTS IN THE CORRIDOR NETWORK



The amount of actors that operate on the corresponding section of corridor



The online questionnaire was answered altogether by 86 respondents.

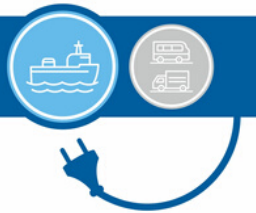
Of all respondents, 18% were domestic carriers, while 82% were maritime.

MAIN HINDRANCES FOR INLAND AND MARITIME TRANSPORT ACTORS



- 1 Lack of funding and high investment costs
- 2 Weather conditions
- 3 Local concentration of traffic
- 4 Lack of long-term vision in transport infrastructure planning
- 5 Limited infrastructure capacity

MAIN DRIVERS THAT COULD IMPROVE MARITIME TRAFFIC FLOWS



- 1 Infrastructure improvements - capacity and accessibility
- 2 Traffic safety and security
- 3 Physical condition of transport infrastructure in use
- 4 Different pricing policy

MAIN DRIVERS THAT COULD IMPROVE TRAFFIC FLOWS FOR INLAND OPERATORS



- 1 Infrastructure improvements - capacity and accessibility
- 2 Pricing policy standardization
- 3 Timely exchange of information by using ICT
- 4 Communication between authorities and other stakeholders

THE SURVEY IDENTIFIED BOTH THE MAIN HINDRANCES AND POSSIBLE DRIVERS THAT COULD ADDRESS THE IDENTIFIED ISSUES FOR MARITIME AND INLAND TRANSPORT ACTORS.



INTERESTING FACT #1

In Latvia only 40% of the respondents have experienced delays regularly or sometimes, whereas the proportion is much bigger in Finland with a 70% share and in Sweden with an 88% share.



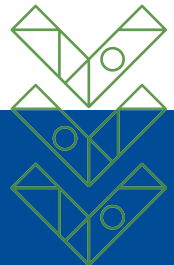
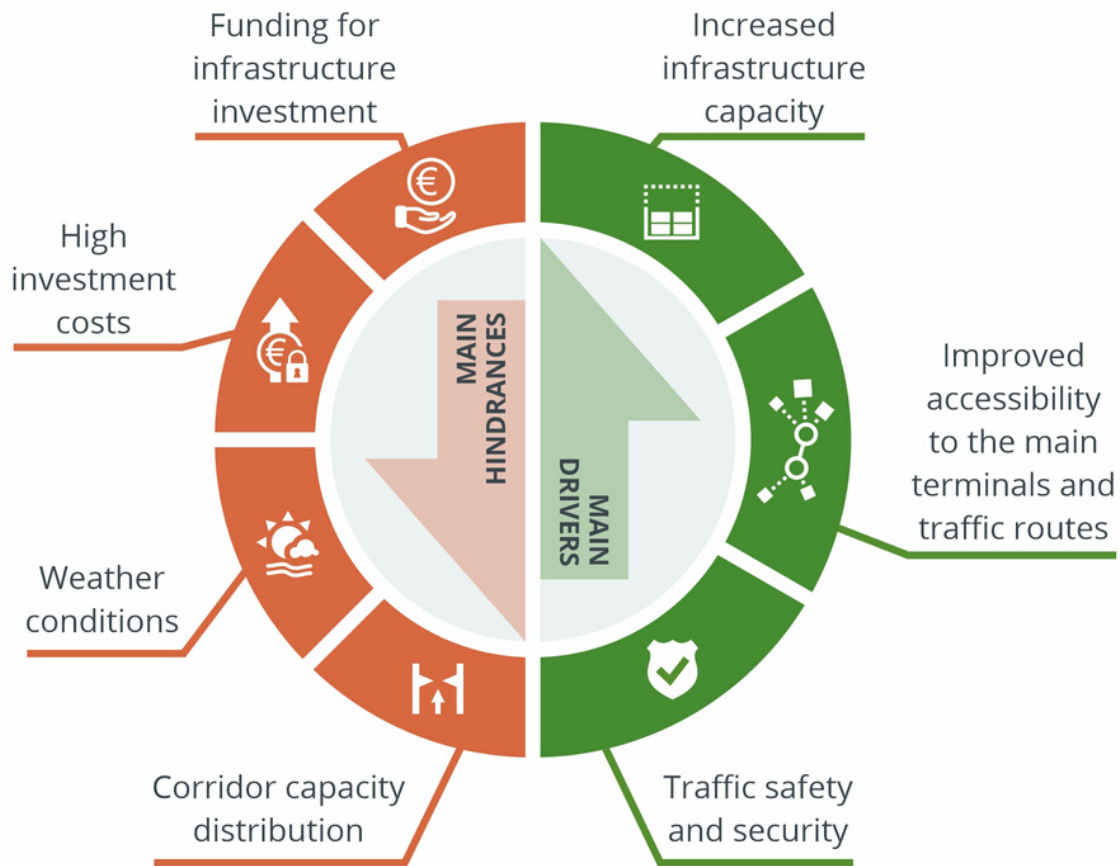
INTERESTING FACT #2

Freight transport is influenced by new trade patterns. Markets, regions and countries will be more regularly connected.



INTERESTING FACT #3

Due to increasing e-commerce and online shopping, goods are delivered at growing rate, directly to the end customers' door step. The trend towards smaller order sizes and denser delivery frequencies in urban areas translates also to increased need for accessible and flexible transport system.



Closer to 60% of all Baltic Loop questionnaire respondents have experienced delays regularly or sometimes. Delays have been reported along all three Baltic Loop corridors.

Traffic safety, the physical condition of used transport infrastructure, sufficient capacity and easy accessibility were considered the most important criteria for smooth transport flows among all respondents.

With the increase of cargo volume nowadays, the demand of physical infrastructure might increase. However, the overall efficiency could also be improved by employing digital infrastructure and communication methods during the cargo transportation. The main idea is to achieve the maximum utilization rate of the available infrastructure, technology, and other kinds of resources. Together with a collaborative environment, it will be possible to reduce transport emissions in our corridors and result efficient transportation.

Today's transport infrastructure investments must correspond and adapt to the tomorrow's transport demand and requirements. The trend in all types of traffic, for example, goods are transported over longer distances, with heavier and larger vehicles or vessels. This in turn calls for fewer, yet larger ports or terminals. The societal impact and challenge, on the other hand, may rise in the form of noise and vibrations caused by larger vehicles disturbing settlements. This in turn means, that freight transports will be consolidated and directed to fewer growing freight corridors.





KNOW US BETTER

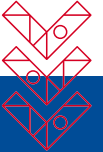
ÅBO AKADEMI UNIVERSITY (FINLAND)

Leading Work Package BUSINESS MODELS FOR SMART AND SUSTAINABLE SEA LOGISTICS AND PORT OPERATIONS

Åbo Akademi University operates in Turku and Vaasa and is the only Swedish speaking university in Finland. One of Åbo Akademi University's strategic profiling areas is the Sea, which is a collaborative effort with the University of Turku. The research has a particular focus on marine biology, regulation and other steering mechanisms as well as maritime logistics and trade, with the Baltic Sea serving as a global model. The geographic location in the far Northeast corner of Europe, long transport distances and growing economy, increase traffic volumes, thus setting new requirements on traffic planning, policies and implementation of "greener" and advanced transport solutions on local, regional and national levels. An advanced and well-working transport network is crucial for ensuring continued prosperity, growth and further development of the region.

Åbo Akademi University is represented in the Baltic Loop project by the Laboratory of Industrial Management. It focuses on new business models, value creation in business ecosystems, ecosystem governance, and solution sales in connection to investments for energy and transportation infrastructures. For years, the Laboratory of Industrial Management has participated in research projects devoted to logistics and energy infrastructure, in collaboration with industrial global companies, and local and foreign universities.

The Laboratory of Industrial Management focuses in Baltic Loop primarily on alternative business solutions and models for smart and sustainable sea logistics and port operations, being part of the three west-east transport corridors. ■



Short sea dry bulk cargo shipping in the Baltic Sea Region suffers from a number of inefficiencies leading to excessive environmental impact and decreased economic performance and competitiveness for the industry.

Work package led by Åbo Akademi University aims at radically improving the efficiency of the short sea dry bulk cargo shipping in the BSR by:

- 1) analysis of cargo flows & developing and piloting an electronic freight marketplace,
- 2) drawing up and delivering a port infrastructure investment plan,
- 3) introducing a public information dashboard for enhanced information accessibility/exchange of relevant data between stakeholders and improved coordination of cargo flows and,
- 4) introducing and implementing replicable business models for small ports as hubs for hinterland cargo.



THE KEY TO SUCCESS IS THE SYNERGY

INTERNATIONAL STAKEHOLDER MEETING IN RIGA



On January 22nd an international stakeholder meeting was organized in Riga, during which interested persons could get acquainted not only with Baltic Loop project but also with Latvia's national strategy on transport development, as well as see the close connection between national and international goals and initiatives that could help to achieve them. Presenters included both domestic and foreign experts.

Presenting the Latvian Transport Development Guidelines 2027, Inta Rozenšteine of the Ministry of Transport of the Republic of Latvia acknowledged that **“projects such as the Baltic Loop are very important for the policy implementation on a national level.”**

RB Rail Latvia spokesman Ģirts Braman introduced the objectives of the major cross-border project and how far it has gone. He encouraged projects to use the opportunity and share relevant information and data: “No project, even on a scale like Rail Baltica, will be effective unless synergies are sought.” Mr. Braman said he was very interested in what the results of the Baltic Loop project would be and saw that they could be important for the transport industry as a whole.

Representatives from Finland also shared their solutions for traffic facilitation, presenting the concept of Mobility as service and virtual queuing GoSwift.

An interesting panel discussion highlighted a number of key issues, such as the role of the public sector in promoting innovation; the extent to which we are prepared to work on common standards that allow solutions to cross borders rather than stop at them.

The audience also remarked that the development of multi-modal points removes their accessibility in sparsely populated areas, in fact, having the opposite effect. A strong but true statement came from the hall: “The world is full of strategies, but what about the practical implementation of theory?”

After a fruitful discussion, the participants went on an exchange of experience to the Adazi municipality and Skulte port. ■



STAKEHOLDERS DISCUSS TRANSPORT DEVELOPMENT ISSUES IN RIGA



On March 5th 2020, the Riga Planning Region brought together stakeholders from the transport industry to find solutions for sustainable urban mobility and better quality of life in and around cities. The event was organized in two parts - informative and creative.

Thematic directions of the working groups were:

- SUMP understanding and governance model,
- Infrastructure development and technical solutions,
- Change of commuting habits.

The audience included experts and professionals of the industry and municipalities, as well as representatives of the ministries and coordinating bodies.

It is important to bring together people at all levels – local, regional and national and to integrate it all into an internationally coordinated set of new solutions.

OTHER MEETINGS AND DISCUSSIONS ORGANIZED BY PROJECT PARTNERS

26.10.2019 Stakeholder meeting (Turku University of Applied Sciences)

08.11.2019 Seminar-workshop (Region Örebro County)

13.11.2019 Stakeholder meeting with DB Schenker Oy (Turku University of Applied Sciences)

03.12.2019 Local kick-off (Turku University of Applied Sciences and Åbo Akademi University)

26.02.2020 Stakeholder meeting with Traffic and Transportation Development Group of Southwestern Finland (Turku University of Applied Sciences)

03.03.2020 Cooperation meeting with Efficient Flow - project (Turku University of Applied Sciences)