Baltic Loop

Interreg Central Baltic

EUROPEAN UNION
European Regional Development Fund

BALTIC LOOP PROJECT

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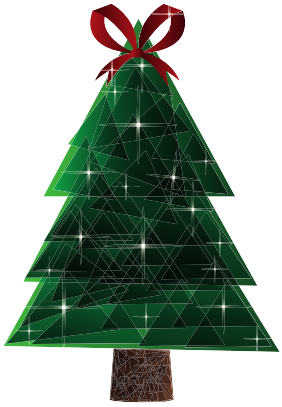

Happy Holidays

New Year wishes from Baltic Loop team to everybody!

IN THIS ISSUE

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LATEST NEWS

MORE ON THE OTHER SIDE

FIELD SURVEY IN FINLAND TO DETERMINE THE ROAD E-18 DELAYS AND BOTTLENECKS

The Finnish partners, who are also the project's Lead partner, have chosen to use a research method to validate the results, which would allow them to ascertain the conclusions expressed and summarized after interviews with stakeholders.

A field study was done to do the traffic flow test and this was done by organizing a long vehicle tour. The trips took place in September 2020, traveling the same route three times to obtain objective data.

The truck drive started from the Turku port and stopped at Vaalimaa border control station between Finland and Russia and returned back to Turku port on the following day. The whole tour timing was planned to imitate real driving situation after the ferry has arrived to port of Turku.

READ ABOUT KEY FINDINGS AND RECOMMENDATIONS HERE

PROJECT NOTICED BY CPMR BALTIC SEA COMMISSION

The Baltic Sea Commission is an international, independent organisation of Regional Authorities at subnational level in the Baltic Sea region. We are honored for the interest about shown by them regarding the Baltic Loop project. Two representatives of the partnership – project manager Irina Wahlström at Åbo Akademi and project manager Ahmed Alaeddine at Region Örebro County were questioned and you can read the interview in the CPMR Baltic Sea Commission Newsflash (October 2020). **READ MORE HERE**

Irina Wahlström,
Baltic Loop project manager
Åbo Akademi (Finland)

The planning and implementation of well-functioning traffic/transport systems is a complex and multilayered process covering many measures and elimination of transport hindrances and bottlenecks. It affects many actors and sectors (users, planners, authorities and administrations) of the society on all levels.

PROJECT CONTRIBUTION – 51 IDEAS FOR TRANSPORT DEVELOPMENT IN LATVIA

As part of the project, the Riga Planning Region organized a series of seminars-workshops "Cooperation Dialogues in the Transport Sector" with the aim of improving cooperation between different parties in the region to achieve better end results and find solutions to reduce travel time in the corridor. The final online meeting on 9 December discussed the results, which will allow the report to be finalized.

READ MORE HERE

During the workshops stakeholders identified:

18 weak sides

7 threats

5 options

51 ideas and solutions

HOW TO SOLVE PROBLEMS THAT HINDER THE FULL ORGANIZATION OF TRAFFIC FLOW? SUMMARY OF 17 INTERVIEWS CONDUCTED IN LATVIA

In order to fully understand the situation, in-depth interviews with stakeholders in the development of the tourism and transport corridor were conducted during the study on the development of the Tourism and Transport Corridor Development Vision 2030 on the Via Hanseatica, which is a section of the Baltic Loop Southern Transport Corridor.

THE TALKS PROVIDED VALUABLE OBSERVATIONS AND CONCLUSIONS, OFTEN INCLUDING SUGGESTIONS ON HOW TO SOLVE PROBLEMS THAT HINDER THE PROPER ORGANIZATION OF TRAFFIC FLOW, SUCH AS:

Wiktor Szydarowski, PhD
Director of ESPON EGTC,
transport policy expert

Prioritizing of investments is a challenge. What are the priorities in post-Covid-19 period? Should we invest more in freight? In public transport? And if yes in what kind of public transport? For tourism or transport corridors the question is similar – do we invest in better roads or in better railways? In case of VIA Hanseatica it is not part of any cornet web or corridor, it will be very difficult to convince that investment in this corridor is of high importance for national decision makers. Making new corridors or connecting to the existing corridors?

Liene Gaujeniete
Spatial Planning Expert,
VASAB (Visions & strategies around the Baltic sea)

The Polish experience has shown that building faster roads and thinking less about exits has broken down areas that affect local people, businesses – the faster the connections, the more advantageous the larger centers and the less advantageous the places in the middle.

Ivo Ošenieks
President of the Latvian
Passenger Carriers Association

At present, tourists who have come to Latvia often have to evaluate the information, not with which it would be more convenient to get to the destination, but how and whether it is possible to get there by public transport. There is no flexible system to change routes quickly. I consider the decision-making process to be very long, and the route network is managed centrally from Riga.

Lotārs Dravants
Head of Passenger
Transport Service,
CATA Corp.

Public transport runs on specific roads and at specific times – it aims to meet the needs of the population, so the needs of tourists are secondary and adaptable. The A2 and A3 roads are in good condition, but the number of users is growing, they are congested, and congestion is occurring in particularly good weather conditions, which means that there is insufficient road capacity. Paved roads need to be improved; asphalt roads need more capacity. There are bureaucratic constraints on flexible route planning. Multimodal connections and transfer points are needed – improvements are needed to run fewer buses with more passengers than half-empty buses.

READ MORE HERE

BALTIC LOOP IN SWEDISH PRESS

The newspaper Dagens Industri (Sweden) has written an article about the Baltic Loop project. Dagens Industri interviewed the Swedish project manager Ahmed Alaeddine who talks about the project and how the project has identified bottlenecks in the transport system and how it enables increased cooperation, better infrastructure planning and increased sustainability in the Baltic Sea area.

"The project started in 2019 and will run until 2021, but already now we have been able to identify certain bottlenecks such as high traffic volume in relation to existing infrastructure capacity in the Oslo-Stockholm route, long queues at the borders between Estonia-Latvia and Latvia-Russia. There are also bottlenecks at the ports in the Baltic Sea area, where they are increasingly forced to adapt their operations and geographical scope in relation to growing large cities, where the consequence is that port areas have less land available, " says Alaeddine.

Baltic Loop möjliggör ett ökat samarbete, bättre infrastrukturplanering och ökad hållbarhet i Östersjöområdet

A PUBLISHED PAPER IN NETWORK INDUSTRIES QUARTERLY

« au service de l'analyse » — since 1998

Network Industries Quarterly has been published four times a year since 2008. One of its special issues focuses on digitalising infrastructure. This special issue includes also the paper written by the representatives of Åbo Akademi University (Finland). Åbo Akademi University is a partner of project Baltic Loop and leads working package 'Business models for smart and sustainable sea'.Tsvetkova, Gustafsson and Wikström identify how digitalisation is transforming the infrastructure of ports and how, as a result, port managers are under growing pressure to provide prompt service.

READ THE FULL ARTICLE HERE
start from page 7

networkindustries quarterly

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Baltic Loop project in 1 minute

7 partners

4 countries

3 transport corridors

East-West direction to evolve its full potential

Overall target

Improving transport flows of people and goods in three selected corridors of Central Baltic region, at the same time reducing the CO_2 emissions

2 years
to implement April 2019 – June 2021

1 983 434,75 €
budget dedicated to brake the bottlenecks along the East-West transport corridors

Main activities:

Non-technical solutions for cross-border corridors

Technical solutions along the corridors

Business models for smart and sustainable sea logistics and port operations

Join us!

1 final conference

6 local kick-off events

7 local and international conferences

8
- international stakeholder meetings
- international workshops
- seminars

21 local stakeholder meetings

Partners:

1. **Turku University of Applied Sciences** (Finland) 2. **Region Örebro County** (Sweden)
3. **Vidzeme Planning Region** (Latvia) 4. **Åbo Akademi University** (Finland) 5. **Riga Planning Region** (Latvia)
6. **Ventspils High Technology Park Foundation** (Latvia) 7. **Union of Harju County Municipalities** (Estonia)

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