

# BALTIC LOOP PROJECT

NEWSLETTER #2 • DECEMBER 2019

## *Managing expectations*

Ports are not only places for receiving ships and passengers, they are also important crossroads of information.

The sustainability of the port ecosystem depends on well-planned process management based on smart choices.

Since the borders don't hinder for new collaboration and we are a part of the global ecosystem, services also need to be evaluated and organized in a complex way, taking into account chain actors and real-time data, to be able to share relevant information online. All of this has the potential to affect productivity and efficiency by increasing competitiveness of ports.

There are various solutions, both technical and non-technical, for improving freight and passenger transportation. Solutions are not always time consuming or costly. The key is the ability to create solutions with those who will put them into practice in everyday work.

We are sure of that!

# KNOW US BETTER

## Region Örebro county (Sweden)

### Leading Working Package NON-TECHNICAL SOLUTIONS



Region Örebro County is responsible for regional planning, development and growth in Örebro County, as well as for the infrastructure planning and other transport issues link to growth and sustainable development such as public transport planning and implementing work plans for greener logistics.

Örebro is situated in the heart of Sweden and is an international hub for transports and logistics. Two of the biggest highways cross in Örebro and the biggest marshalling yard in Northern Europe is situated in the region.

With its geographical conditions Örebro has a long tradition in working with transport and logistics issues for improving transport corridors both for people and goods.

RÖC is governed by an elected parliament representing the whole county. The organization has political strategies when it comes to both logistics and infrastructure and has for several years been involved in EU-projects linked to improved infrastructure, logistics and in working with improving the TEN-T corridors.

RÖC is working closely and directly with other stakeholders on local, regional, national and international level, including municipalities, national and international public authorities and enterprises.

With its wide responsibilities, multilevel connections and broad experience of international transport projects Region Örebro County will contribute to a smooth implementation of the project and will have arenas to spread the results. ■



In the Baltic Loop project, partners have agreed that when it comes to non-technical solutions, they mean updates to various planning documents, regulations, and instructions, as well as solutions that may affect border issues, infrastructure related issues, and so on. Solutions can also have a very practical nature - timetable fashion, information flow updates etc.

Designing a solution together with its end user is highly recommended to create solutions.

That is why the project has given high importance to the stakeholders, the data in their hands, incl. personal views and ideas play a crucial role in defining and analyzing the situation and in developing solutions.



# LOCAL KICK-OFF

## DECEMBER 3, 2019 | TURKU (FINLAND)

Text by Jari Hietaranta (Project Lead Partner, Turku University of Applied Sciences, Finland)

The seminar focused entirely on the freight bottlenecks in the North corridor (see map of the Northern Corridors below). The main focus was attached to the bottlenecks and solution findings in the cargo traffic, especially from the point of view of ports, terminals and transport infrastructure. The event was organized by two project partners - Turku University of Applied Sciences and Åbo Akademi University in Finland.

The seminar was initiated by three initializing presentations, that handled with transport corridor problems, bottlenecks and development targets. After each presentation, there were the opportunities to present questions, arguments and comment allegations actively to lecturers through VoxVote® online feedback system. All questions and answers were deposited to the system for later use.

After the initials, the seminar was resumed as a group work where the participants were divided into two groups to reflect on freight transport problems and bottlenecks, as well as their solutions and future trends in freight transport. The initials serve as a conduit for the actual work.

The work of the working groups resulted in a build-up of existing problems and solutions.

In working groups, in particular from the freight transport and port handling perspective, those are the flow of information between the various actors, the automation of information and the transparency and lack of information between the various actors, the content of the package and security in the future; What can be loaded on the same ship, better predictability of schedules, poor compatibility of rail and truck traffic, poor logistical location of terminals.

The proposals for solutions were presented in a more advanced combination of transport, better transport cooperation; different pricing policy, technical solutions in ports and terminals. The establishment and development of resting areas, the real-time stabling of transport, the splitting of transport and the increase in freight frequency on the smallest vessels. ■



# INSIGHTS AND OBSERVATIONS: THE SEMINAR ON TRANSPORT SOLUTIONS HAS ATTRACTED GREAT INTEREST IN LATVIA

Text by Anita Āboliņa (Communication Manager, Vidzeme Planning Region, Latvia)



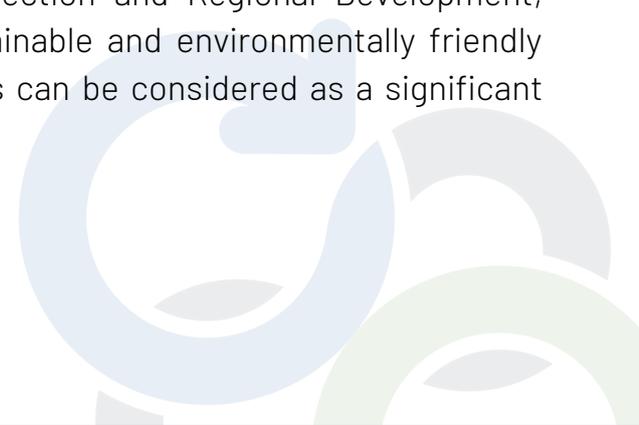
In mid-October, transport experts, specialists and innovators gathered in Līgatne (Latvia). The high number of attendees confirmed that the transport sector also needs to work on new ideas and new solutions.

The workshop brought together a wide range of stakeholders, including representatives from ministries, associations, executive bodies and municipalities.

There were also representatives of several societies that bring various innovations to meet the challenges of mobility on a daily basis, as well as representatives of several companies engaged daily in research, development projects, strategies and evaluations. The seminar program was deliberately designed to give the widest possible vision of the opportunities and solutions already available for the development of the sector.

It was emphasized that the real needs of the identified audience are the basis for effective and good solutions to improve traffic. Another important aspect to take into account, when planning mobility, is the interaction between the different scales: not only at the local or municipal level, but also at the regional, national and international levels.

A spokeswoman for the Ministry of Environmental Protection and Regional Development, informing those present about the development of sustainable and environmentally friendly transport outside the big cities, stated that municipalities can be considered as a significant influence on the development processes in the regions. ■



# SURVEY BASED RESEARCH

## KNOW YOUR STAKEHOLDERS

Text by Inese Ozoliņa (Communication Manager, Rīga Planning Region, Latvia)



The Riga Planning Region has begun conduct survey among participants of transit and logistics to learn about negative factors on flow of passengers and freight transport. It helps to identify the vision of the parties involved in the Central Baltic region and transport area.

Transit companies, associations as well as other actors were involved in survey. At this moment Riga team is working on analyzing results of survey. ■



### 2020: BALTIC LOOP team will MEET in RIGA (Latvia)

On January 21-23, 2020 there will be Baltic Loop partner meeting in Riga hosted by Riga Planning Region.  
Place: Grand Poet hotel by Semerah Raiņa bulvāris (Rainis Boulevard) 5/6, Central District, Riga.

#### AGENDA

January 21:

Discussion on the first results of survey among project partners. What analyses does project need, comparisons between countries and corridors etc.

January 22:

Steering committee meeting. International stakeholder meeting.  
Site visit.

January 23:

General, management and communication issues.

More information: [aija.zucika@rpr.gov.lv](mailto:aija.zucika@rpr.gov.lv).



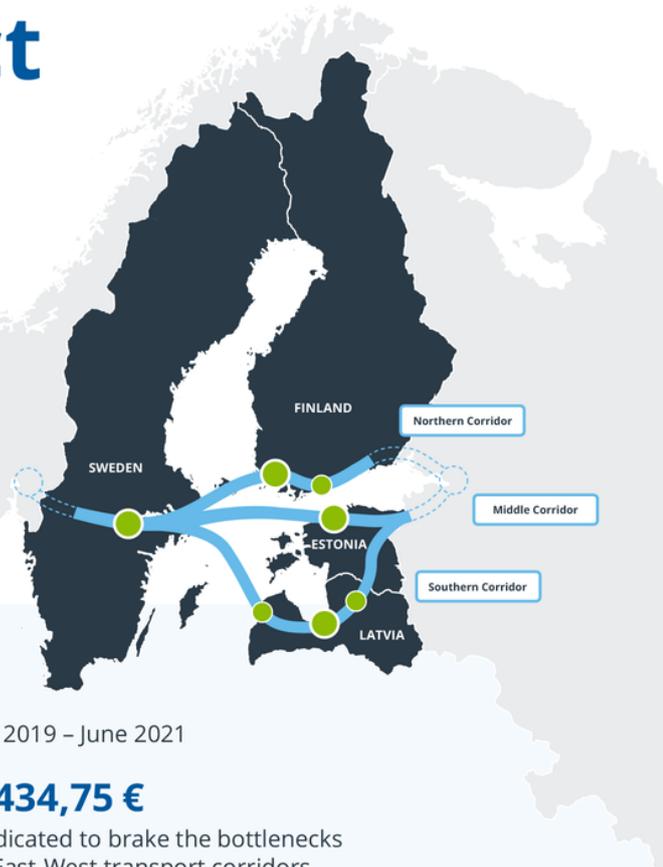
# Baltic Loop project in 1 minute

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<sub>2</sub> 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)

## Contact us:

Lead Partner/project management

**Turku University of Applied Sciences Ltd (Finland)**

Jari Hietaranta –  
jari.hietaranta@turkuamk.fi

Suvi Kivelä –  
suvi.kivela@turkuamk.fi

Communication and website

**Vidzeme Planning Region (Latvia)**

Anita Ābolīna –  
anita.abolina@vidzeme.lv

