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)

Associated partners:

1. **Ministry of Transport of the Republic of Latvia** (Latvia)
2. **City of Salo** (Finland)
3. **City of Turku** (Finland)
4. **Freeport of Ventspils authority** (Latvia)

About BALTIC LOOP

Baltic Loop is a project under the Interreg Central Baltic Programme running from April 2019 until June 2021.
It includes 7 partners from 4 countries: Finland, Estonia, Latvia, Sweden.
Baltic Loop has a budget of 1,98 Million Euro.

Learn more: **www.balticloop.eu**

@projectBALTICLOOP

STAY CONNECTED!

For more information, please contact:

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2019

Baltic Loop

BALTIC LOOP

Improving transport flows of people and goods in three selected corridors of Central Baltic region

www.balticloop.eu

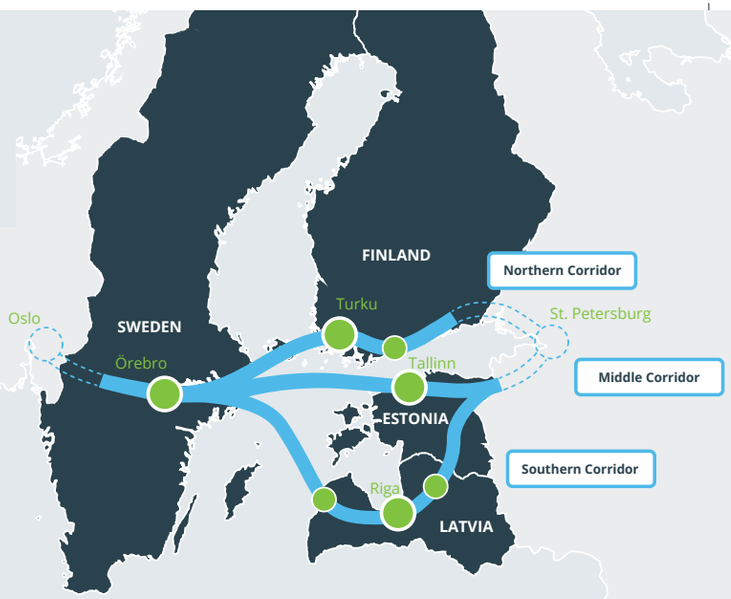
Interreg Central Baltic

European Union
European Regional Development Fund

The Context

The Baltic Sea Region forms economically, politically and sociologically an integrated and stable geographic area, with a consumer base of approximately 100 million people. 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.

THE BALTIC LOOP PROJECT IN BRIEF



BALTIC LOOP focuses on solutions improving and smoothening transport flows of both people and goods in three selected corridors running in the West-East direction; (Northern, Middle and Southern) within the Central Baltic Region, namely Örebro – Turku/Tallinn/Riga – St. Petersburg.

The project seeks to minimize the impact and/or number of different traffic hindrances or bottlenecks.

The overall aim is to minimize travelling and cargo time in the corridors, and reduce CO_2 emissions.

Developing traffic corridors with shortened travel and transport times will make the corridors more attractive to new businesses and innovations.

Main Activities

1. Gathering and analyzing available data,
2. Improving and developing time efficient transportation solutions,
3. Discovering economic benefits by time managing in transport interface,
4. Dialog between different transportation actors.

BALTIC LOOP aims to develop:

Non-technical solutions for cross-border corridors

Reducing the travel time along the corridors without implementing new technical solutions (i.a. route development and schedule optimization).

Bottle-necks, inefficiencies and challenges along the current good and passenger flows will be identified to come up with proposals how to improve and optimize these flows.

Business models for smart and sustainable sea logistics and port operations

It is planned to improve the efficiency of the short sea dry bulk cargo shipping by analysis of cargo flows and developing and piloting an electronic freight marketplace, as well as drawing up and delivering a port infrastructure investment plan. To achieve the results, it is planned also to introduce and implement replicable business models for small ports as hubs for hinterland cargo.

Technical solutions along the corridors

It is intended to identify and target the challenges related to integration of different transport modes to reduce time in transportation of cargo, and reduce the CO_2 emissions as well as challenges related to transport corridors within the Central Baltic region.

Technical solutions will be the focus and it is planned to optimize terminal locations by using and analyzing geographical and open data storages. This is important due to the fact that bottlenecks are linked with the terminals poorly located. New ideas and management routines inside terminals will be suggested to create future cargo transportation.