

StarDust

## LATVIJAS LOĢISTIKAS KLASTERA PIEREDZE

Seminārs "Reģionu klasteru sadarbība industriālajai izaugsmei",  
Vidzemes pilsētu reģions, 2019. gada 14. oktobris  
Andris Spālis, Latvijas Loģistikas Klastera koordinators



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Fund and European Neighbourhood and Partnership Instrument)



## LATVIJAS LOĢISTIKAS ASOCIĀCIJA



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## KLASTERA IZVEIDE UN ATTĪSTĪBAS PIEREDZE 2009. - 2013.

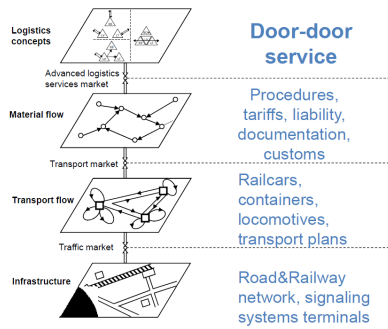
1. **Pieredze:** "No kokogļu piegādes ķēdēm un SCOR modeļa līdz zaļajiem transporta koridoriem, kompozītu materiāliem vieglu kuģu būvei un piekrastes (off-shore) konstrukcijās. Kas tālāk?";
2. **Secinājumi:** "Kas ir vienkārši un kas ir sarežģīti? Trīs būtiskie "VAI"?";
3. **Priekšlikums sadarbībai:** E-LASS

## LOĢISTIKA

- **Loģistika ir** izejvielu, materiālu, gatavās produkcijas, informācijas **plānošanas, izpildes un kontroles process no tās radīšanas vietas līdz patērētājam**, ar mērķi **samazināt izmaksas un pilnīgi apmierināt patērētāja vajadzības**;
- **Loģistika** ir māksla "karot un uzvarēt" ar ierobežotiem resursiem.



## Logistikas 4 balsti



Latvian Logistics Association :: <http://www.lia.lv>

## KLASTERI

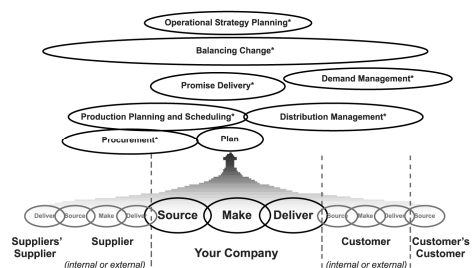
- **Clusters** are groups of companies and institutions co-located in a specific **geographic region** and linked by **interdependencies in providing a related group of products and/or services** (Ketel 2003).
- **Cluster initiatives** are defined as “**organized efforts** to increase growth and competitiveness of clusters within a region involving cluster firms, government and/or research community” (Clar et. al 2008)
- **Cluster organizations** are NGO type legal entities usually and act as specific service providers for the cluster initiatives.

## IDEĀLS KLASTERIS

\*) source: NCE Maritime, Norwegian Centres of Expertise (NCE)

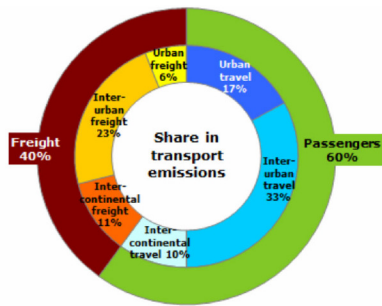
- It covers **all the elements of the value chain**, with **several companies in each segment**, which **all compete with each other, making it highly competitive**;
- **IDEĀLS KLASTERIS** ir uzticami un darbos (projektos) pārbaudīti partneri, ar kuriem Tu esi ticies vismaz vienreiz;

## KLASTERA PIRMSĀKUMI: KOKOGLES & SCOR



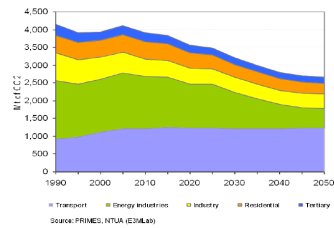
## TRANSPORTA SEKTORS UN VIDE (\*)

(\*) source: <http://www.stringscorridor.org/>



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## Today: CO<sub>2</sub> emissions from transport are still growing



- Today transport accounts for one-quarter of EU CO<sub>2</sub> emissions

- Transport could represent 50% of total emissions by 2050, under current trends and policies

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## TEN-T PROJECTS COMPLETED IN 2011



23.10.2013.

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## EU 27 CORE NETWORK TO BE COMPLETED IN 2030



23.10.2013.

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## TEN-T CORE NETWORK\*

\*source: CALL FOR TENDERS MOVE/B1/2012-573

### Member States affected by the different CNC

	BE	BG	CZ	DK	DE	EE	EL	ES	FR	IT	CY	LV	LT	LU	HR	HU	MT	NL	AT	PL	PT	RO	SI	SK	FI	SE	UK	
Baltic-Adriatic Corridor				✓						✓									✓	✓			✓	✓				6
North Sea-Baltic Corridor	✓				✓	✓					✓	✓							✓	✓						✓		8
Mediterranean Corridor								✓	✓	✓					✓	✓												6
Orient/East-Med Corridor		✓	✓		✓				✓											✓			✓	✓				8
Scandinavian-Mediterranean Corridor		✓	✓						✓										✓	✓					✓	✓		7
Rhine-Alpine Corridor					✓				✓										✓									4
Atlantic Corridor					✓			✓	✓												✓							4
North Sea- Mediterranean Corridor	✓				✓				✓					✓					✓							✓		6
Rhine-Danube Corridor	✓	✓		✓	✓		✓	✓	✓					✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		9
	3	2	3	1	6	1	1	1	2	4	4	1	1	1	1	2	2	1	3	4	2	1	2	2	3	2	1	1



## RAIL BALTIC TEN-T PRIORITY PROJECT



23.10.2013.

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## EXPECTED GAINS FROM CORRIDOR APPROACH \*

- Improvements in efficiency through better use of resources, higher load factors and lower unit costs;
- Improvements in the competitiveness, and thus the possibilities of engagement, of modes like rail and waterborne transport which, over long distances, are environmentally friendlier than trucks;
- Mitigation of the serious congestion problem that road transport faces through the shift of cargoes away from European roads, thus producing positive externalities (reduction of transport time and improvements in reliability) to the other users of the road network;
- Additional environmental and financial gains resulting from optimisation in terms of energy use and emissions further enabled by the scale and length of such freight corridors (e.g. through the use of alternative clean fuels);
- Limitation of the considerable investments needed for expanding the capacity of transport networks in an environment of budgetary consolidation and increasing public infrastructure projects position to major transport especially in the vicinity of urban areas.

23.10.2013.

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## CORRIDOR APPROACH (\*)

- The **main idea** behind this approach is the **differentiation of a specific corridor against others** in relation to one or more **attributes**.
- These **attributes** are considered **desirable by market players**, the definition of the **corridor** is expected to lead to **attraction of cargo**, the **consolidation** of which can bring about **significant gains**.

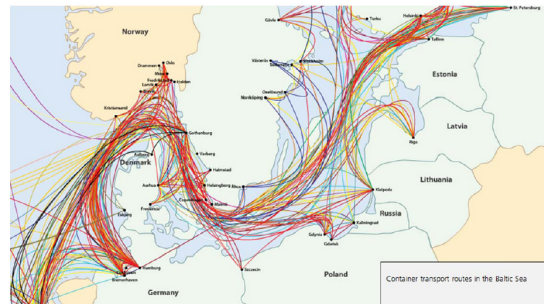
\* source: <http://www.onthemosway.eu/blog/green-ports-and-green-shipping/2013/01/04/benchmarking-green-corridors/>

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## KĀPĒC TRANSPORTA KORIDORI MUMS IR BŪTISKI?

Figure 4: Container transport routes 2011<sup>9</sup>

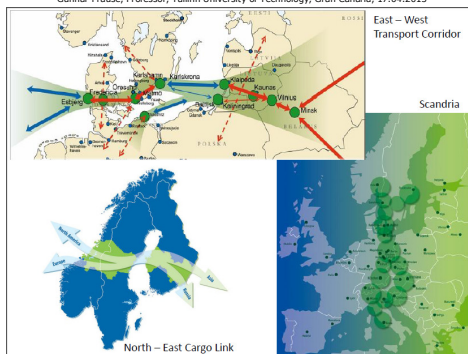


<sup>9</sup> SOURCE: RESEARCH PAPER CONCERNING THE TECHNOLOGICAL DIMENSION OF ACCESSIBILITY WITHIN THE AMBER COAST LOGISTICS REGION  
23.10.2013. Authorship: Fraunhofer Center for Maritime Logistics and Services OML, Hamburg, August 2012

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## TRANSPORTA KORIDORI AP UN GAR MUMS\*

\*source: Business Models for Intermodal Transportation  
Gunnar Prause, Professor, Tallinn University of Technology, Gran Canaria, 17.04.2013



## LOGISTICS INNOVATION

- BSR ports and hubs **competitiveness increase** is the **gain expected from transport corridor approach** implementation
- There is **strong correlation among cargo flows via ports** as a part of global maritime multimodal and intermodal Supply Chains and **level of value adding logistics services (VAS) in the ports and hubs**.
- **Level of global competitiveness** of BSR ports and hubs are dependent on ability to **speed up development and implementation of smart innovative value added (logistics) services** for their clients in the ports and hubs



## VALUE-ADDED SERVICES (\*)

• Success in attractiveness of VAS make more difficult for companies to change location;

• VAS involve sophisticated, higher-paying jobs than those taking place on the warehouse floor;

• VAS providing Logistics Cluster provide core infrastructure and services that support many industries, leading to other types of economical clusters

23.10.2013.

\*source: Yossi Shefi, Logistics Cluster, 2012

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## WHAT IS GREEN CORRIDOR?

According Swedish Logistics Forum (\*):

- a concentration of national and international freight traffic on relatively long transport routes;
- integrated logistics concepts with optimal utilisation of all transport modes (co-modality);
- sustainable logistics solutions with documented reductions of environmental and climate impact, high safety, high quality and strong efficiency;
- efficient and strategically placed transshipment points, as well as an adapted, supportive infrastructure;
- a platform for development and demonstration of innovative logistics solutions, including information systems, collaborative business models and technology;
- harmonised regulations with openness for all actors.

(\*) Source: <http://www.onthemosway.eu/blog/green-ports-and-green-shipping/2013/01/04/benchmarking-green-corridors/>

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## GREEN CORRIDORS KPI's (\*)

KPI	Unit
CO2 emissions	g/ton-km
SOx emissions	g/1000 ton-km
Relative transport cost	€/ton-km
Transport time (or average speed)	Hours (or km/h)
Frequency, services per year	number
Reliability, on time deliveries	%

(\*) Source: [http://www.supergreenproject.eu/docs/public/D2.3%20REVISED\\_ver4-1%20FINAL%20PUBLIC.pdf](http://www.supergreenproject.eu/docs/public/D2.3%20REVISED_ver4-1%20FINAL%20PUBLIC.pdf)

23.10.2013.

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## GREEN CORRIDOR MEANS MULTIMODALITY NOT ONLY

- Model for Win-Win regional and supply chain cooperation;
- Common platform for innovative and value adding services development ;
- Common IT ecosystem;
- Common.....

## ARGUMENTS FOR GOVERNMENT SUPPORT FOR LOGISTICS CLUSTER

Clusters offer important specific advantages and economic opportunities :

1. **Most logistics jobs are not “offshorable”**—distribution must be performed locally as a result of the economics of transportation;
2. **Late-stage product Customizations are best performed locally**, because postponement allows for timely response to demand, leading to further economic activity in logistics clusters ;
3. While high-technology clusters offer employment opportunities to engineers and scientists, **logistics clusters offer opportunities to many unskilled and less-educated workers**;
4. Logistics services feed multiple industries, making the region less vulnerable to specific industry downturns.

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## SECINĀJUMI

- Kas ir vienkārši un kas ir sarežģīti?
- Trīs būtiskie “Vai”? ”



- Purpose  
One main purpose of the E-LASS network is to bring together different stakeholders from industry, research and academia in the European maritime community in order to discuss lightweight topics of common interest, exchange information and foster cooperation in this field. The aim is to create an organization where exchange of information and knowledge becomes easy and natural. The commitment to initiate collaboration with other networks is in line with this aim.
- In summary, E-LASS gather European stakeholders interested in lightweight design for the maritime industry. Membership in E-LASS includes:
  1. Free membership
  2. Full access to a website with information relevant to lightweight design
  3. List of stakeholders interested in lightweight design, through the website.
  4. The possibility to initiate R&D projects
  5. Assistance when organizing workshops
  6. Newsletter
- Organization  
The network is funded and coordinated by SP Technical Research Institute of Sweden

## MarChain



### Partners

- Klaipeda Science and Technology Park (Lithuania),
- WTSH (Business Development and Technology Transfer Corporation of Schleswig-Holstein in Germany),
- Maritime Academy of Gdynia (Poland),
- Estonian Maritime Academy (Estonia),
- Latvia Logistic Association (Latvia),
- Turku University (Finland)
- SP- Technical Research Institute of Sweden
- Nordland Research Institute (Norway)



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**PALDIES PAR UZMANĪBU!**

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asociācija  
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