Baltic Loop

Interreg Central Baltic

EUROPEAN UNION
European Regional Development Fund

BALTIC LOOP PROJECT

NEWSLETTER #4 • SEPTEMBER 2020

Despite the change in the world order and difficult situations, work on the development of the project continues.

After a little thought about the possible solutions, you can not only successfully continue what you have started, but even come to new discoveries, methods, techniques.

Similar to the goals and activities defined by the BALTIC LOOP project.

Sometimes solving problems will require significant changes in the system, other times it is just necessary to come together and think creatively.

IN THIS ISSUE

Åbo Akademi · HAUS · HOL · Region Örebro County · Riga Planning Region · Turku AMK · VHTP · Vidzeme

BALTIC LOOP SURVEY

Identification of bottlenecks and inefficiencies on selected East-West corridors

PROFILE OF RESPONDENTS

WHO?

93 QUESTIONNAIRE RESPONDENTS

39 20 7 27

PUBLIC AND PRIVATE ACTORS

infrastructure cargo passenger transportation

- 44 % Planners (public authorities/urban designer)
- 37 % Cargo international (freight related actors)
- 10 % Cargo national/regional (freight related actors)
- 10 % Interdisciplinary firms, e.g.

QUALITATIVE ANALYSIS OF QUESTIONNAIRE RESPONSES BASED ON CORRIDOR SECTIONS

AT CORRIDORS' ENDPOINTS: NORWEGIAN AND RUSSIAN BORDERS

High traffic volume in relation to existing infrastructure capacity from Oslo to Stockholm. **Due to the increasing passenger traffic flow, the road and railway infrastructure capacity does no longer meet the actual traffic demand.**

Long queueing time at the Estonia-Russian and Latvia-Russian borders have been reported as a bottleneck. This situation might be caused by under-manning of border authorities and potential cultural-institutional differences. Additionally, it was mentioned that E-visa is in use, but not for rail transport.

NORTHERN CORRIDOR

Northern corridor's challenges relate mainly to o**ver-sized heavyweight vehicle (OHV) traffic**. **Limited information about roads** that overs-sized trucks can use on lower road network was mentioned.

The ferry connection between Sweden and Finland, and the efficiency that of, forms a crucial transport link between Finland and the Nordic markets. Some cargo operator respondent remarked on the **limited capacity on ferries**. Despite the high ferry service frequency between Stockholm and Turku, the **car deck space for OHV transport is limited or non-existing**. Moreover, during **holiday** seasons, there is a **conflicting capacity demand between passenger and freight transportation**.

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Road-haulage respondents represented a significant percentage of all responses received. And hence, road transport conditions are accentuated. **Frequently recurring congestions** were reported on Turku and Helsinki ring-roads. In addition, Turku's ring-road suffers from **uneven sectional infrastructure capacity** affecting road haulage. For instance, four-lane roads suddenly narrow to two-lane sections. The sectional limited capacity influences also negatively on **traffic safety and security**. Turku ring-road is currently undergoing improvement measures.

It was also stated that better **communication and coordination between relevant stakeholders in transport infrastructure planning is needed**. However, this is a complex process where relevant stakeholders and users should be brought together to plan and co-operate in order to achieve holistical and well-functioning overall solutions.

MIDDLE CORRIDOR

Middle corridor's challenges consist of **conflicting of user and stakeholder interests**. For instance, there is a conflict between freight and passenger transportation on Paldiski-Ülemiste railway section. The **nightly railway freight transportation causes noise and disturbs the residents** in the Old Town. Shipping companies are operating with business models, that combine passenger and freight transport, although there would be a desire, on the City of Tallinn' s part, to **minimize/remove the freight traffic (trucks) out of the historical city**.

Additionally, challenges related to different transport modes are also mentioned: **low connectivity between Tallinn airport to Old City Harbor**, and potential **collision with wildlife** on Tallinn-St. Petersburg section.

SOUTHERN CORRIDOR

Southern corridor faces **limitations in infrastructure condition and capacity, mainly because of lack of digital infrastructure, transport infrastructure funding and maintenance.**

Industrial, production and business are increasingly moving out of the Riga city centre, causing **growing transportation between Riga and suburban areas**. On some sections (e.g. Riga-Minsk), there are also potential risks to **collide with wildlife due to lack of fencing**.

Different corridors represent and confront a set of characteristic and distinct challenges. These challenges could relate to various factors, such as:

cultural-institutional issues

meteorological factors

infrastructure conditions

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LATEST NEWS

MORE ON THE OTHER SIDE

FIELD SURVEYS IN TRANSPORT CORRIDORS: TACKLING OF BOTTLENECKS

YouTube

Field survey with pilot route to observe the old route from the port of Turku to Paimio

WATCH THE VIDEO

Bottlenecks in the Northern transport corridor (E-18; from Turku/Naantali to Vaalimaa, Russian border) have been identified through surveys, workshops and interviews. The purpose was to observe the obstacles and nodes of the transport and to find out what time it takes in the transport corridors of the Baltic Loop project. Unfortunately, Covid19 messed up the plans and observation will continue in the autumn 2020.

The implementers of the field survey are the Bachelor students of Turku University of Applied Sciences and the students of the Turku Vocational Institute in the field of transport. The aim is to verify the bottlenecks along the identified by surveys, workshops and interviews. The route was driven with a loaded semi-trailer driven by a driver student and a graph and observations documented by an engineering student.

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A VISION FOR THE SPATIAL DEVELOPMENT PERSPECTIVE OF THE VIA HANSEATICA TOURISM AND TRANSPORT CORRIDOR WILL BE DEVELOPED IN VIDZEME

By the end of 2020, a vision for the development of the Via Hanseatica tourism and transport corridor 2030 will be developed in the Vidzeme planning region. The expected result is a spatial development planning document that would help to improve the flow of passengers and tourists in the Vidzeme planning region. This would not only identify potential solutions to improve the region's attractiveness in terms of mobility, but also make practical proposals to reduce travel time and improve passenger access to the corridor from the hinterland.

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IDENTIFYING THE BOTTLENECKS ON MIDDLE CORRIDOR, THE RAIL FREIGHT PERSPECTIVE

Baltic Sea is one of the most heavily trafficked seas in the world. To put simply, it is a connecting point for all countries lying on the shores of it. In Estonia, the Baltic Sea has always been a highway for trade and we have been active in logistics since the Viking era and later as an active member of the Hanseatic League what dominated Baltic maritime trade for three centuries. Looking at the logistics it seems that we have always been connection between East and West, especially connecting Russia and Western-Europe.

Project Baltic Loop has defined a middle corridor that stretches from Oslo-Örebro-Stockholm to Tallinn-St. Petersburg. While we have regular connections between Sweden and Estonia, the usual trade and logistics routes seem not to use the full potential of Estonian geographical position and historic reputation as traders between East and West.

Business Development manager of Estonian Railways Ltd, Arthur Raichmann, believes that there are several unused opportunities for Scandinavian trade.

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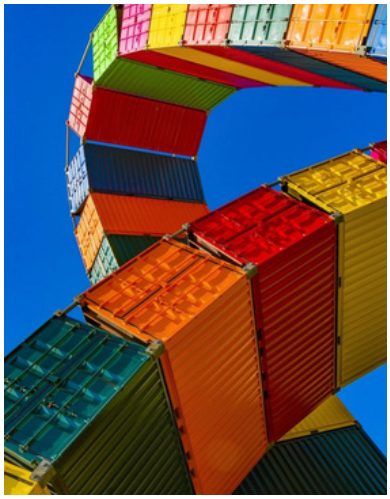
RENEWAL OF TRANSPORT NETWORKS



The project BALTIC LOOP seeks to minimize the impact and number of different traffic hindrances or bottlenecks in three selected transport corridors running in the West-East direction within the Central Baltic Region, namely Örebro - Turku/Tallinn/Riga -St. Petersburg. The overall aim is to minimize travelling and cargo transport times in the corridors, and reduce CO2 emissions. For Åbo Akademi University and Finland much of the optimisation input focuses on finding business models that improve the efficiency of shipping and ports.

Irina Wahlström
Åbo Akademi
Finland

"Sea transportation is, in essence, both international and connecting, but inefficient by nature. Entrenched mindsets and lack of communication, among other things, lead to ineffective capacity utilisation and poor co-ordination of shipments. I had to develop an understanding of how transport flows in Sweden look and how they will look in the future, with an emphasis on the Örebro and Stockholm axis."

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THE MODERN SILK ROAD FROM ÖREBRO TO CHINA

Since ancient times, Estonia has been an important gateway between the Nordic countries in Scandinavia and the east. The Baltic countries are the beginning of the eastern trade route that connected to the Silk Road in Persia. There are again thoughts on using this old trade route. Modern rail systems with train commutes provide fast, reliable, and safe transport.
In the framework of the Baltic Loop project, Ahmed Alaeddine and Fredrik Idevall participated in the conference TRANSESTONIA. The main goal of the conference is to discuss and reach agreements on further transport development between China and Sweden via Kazakhstan, Russia, and Estonia.

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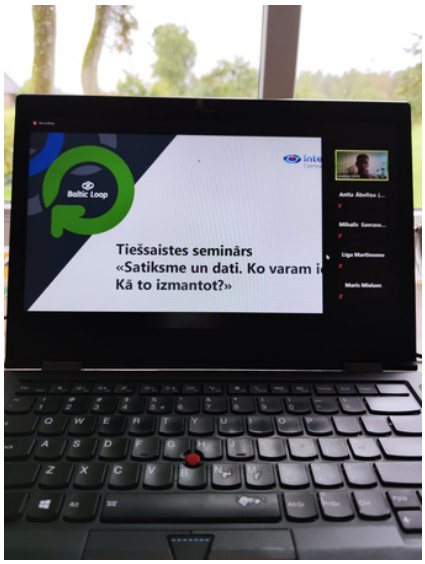
THE ONLINE SEMINAR RAISES THE QUESTION OF THE IMPORTANCE OF DATA FOR TRANSPORT DEVELOPMENT



On September 15, Vidzeme Planning Region organized an online seminar "TRAFFIC AND DATA. What can we get? How to use it?" to update the importance of data in the development of the transport sector, as well as to outline how it is practically possible to obtain data, how to collect it, and how to use it meaningfully.

The online workshop brought together around 50 participants who had the opportunity to hear the experiences of four knowledgeable industry professionals on the possibilities of using the data.
The seminar was organized within the framework of the Baltic Loop project.

The main theses that are worth emphasizing:
- It's all about data available in a portable format
- Decisions should not be based on intuition
- Missing data can also be generated by the population
- The data collected must be used to solve problems in the urban environment

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STAKEHOLDERS DEVELOP SWOT ANALYSIS TO REDUCE TRAFFIC BOTTLENECKS AND HINDRANCES

On September 22, a valuable working session took place in Riga within the framework of the international project Baltic Loop. Discussion participants from state and municipal institutions, Riga planning region and industry experts created a SWOT analysis on how to reduce traffic bottlenecks and hindrances. The work will continue in the next sessions but in the meantime some good lessons from the discussion!

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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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