Baltic Loop

Interreg Central Baltic

EUROPEAN UNION
European Regional Development Fund

BALTIC LOOP PROJECT

NEWSLETTER #7 • MAY/JUNE 2021

The project is fast approaching its end.

A lot has been done in a few years, which we are proud of. Especially about the fact that a number of valuable studies have been carried out. They will help to address transport challenges in transport corridors in practice.

It is very likely that the research we lead will be useful not only for the development of our three defined transport corridors, but also for others similar in Europe and beyond.

We are connected in a global system, where one problem affects the other and vice versa. It is therefore necessary to work on common solutions, side by side, in consultation with industry.

Inside this Issue:

THE VIA HANSEATICA TOURISM AND TRANSPORT CORRIDOR DEVELOPMENT VISION 2030 WAS PRESENTED TO THE INDUSTRY

On April 28, Vidzeme Planning Region organized an online seminar "Via Hanseatica – tourism and mobility in Vidzeme". During the event, the attendees were introduced to the vision of the development of the Via Hanseatica tourism and transport corridor 2030. The strategic document within the Baltic Loop project was developed to identify the necessary transport infrastructure, services and information improvements. The setting is closely in line with the issues raised by Baltic Loop and the goals to be achieved.

More than 50 people attended the seminar. Among them were representatives from local governments, entrepreneurs and tourism coordinators, as well as state institutions. The importance of this section of the corridor is unquestionable, and improvements in traffic flow for both freight and passengers are of great interest. Thanks to the project, a strategic and useful document has been developed.

Picture: Vision, strategic goals and horizontal priorities for the development of the tourism route VIA Hanseatica by 2030

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DIALOGUES BETWEEN DIFFERENT TRANSPORTATION ACTORS

- Collected operators' opinions along corridors.
- Offered practical tools for better delivery and passenger transport.

Each country had its own focus of the discussions:

- general cooperation issues among different stakeholders relevant to the Southern corridor as well as the whole country;
- shipping/maritime issues and East-West transportation flows;
- current situation of traffic and transportation in the E18 and the Northern corridor, future developments and cooperation between stakeholders;
- Tallinn ring-railway", its risks and opportunities, and transport potential of the Northern transport/railway corridor.

The article continues on the next page

Part of the project has been dedicated to bringing together stakeholders, understanding the barriers and bottlenecks for cooperation among them and, by running stakeholder dialogues, engaging and collecting opinions in this regard.

189

stakeholders were identified and invited to the stakeholder dialogues representing:

- 124 public sector
- 46 private sector
- 19 NGOs

SUCCESS FACTORS FOR GOOD STAKEHOLDER DIALOGUES ARE:

- Leadership and management support;
- Delivery and outcome orientation;
- Goal and process clarity;
- Inclusiveness of stakeholders and people;
- Cohesion and good relationship management;
- Knowledge and competence;
- Reliability;
- Ownership of results and benefits.

BALTIC LOOP IDENTIFIED GOOD EXAMPLES OF PARTNER COOPERATION IN TRANSPORT SECTOR:

Riga Metropolitan Area Mobility Spatial Vision;

Via Hanseatica tourism and transport corridor development vision 2030;

Ventspils High Technology Park cooperation with ports and terminals;

New consortiums to proceed large infrastructure projects that are outside Ministry based budget;

The Northern Growth Zone;

Joint terminal project in the Port of Turku;

Mälarpendeln – cooperation between Port of Stockholm, Hutchison Ports Stockholm, Mälarhamnar and Wallenius Marine;

Tallinn – Harju mobility council;

People-First approach to increase equity in public transit stops in Harju County.

Stakeholder dialogue theory allows us to distinctively **UNDERSTAND** and use dedicated forms and approaches to **GET** the **BEST** out of stakeholder dialogues.
Many **COOPERATION FORMS** exist, as well as many guidelines, methods, and approaches. It is possible to **CHOOSE** simple and complex models, online tools and other practices.

There are **different forms** one can choose from, depending on the aim the stakeholder dialogue wants to achieve.

These can be:
·Singular meeting;
·Regular, consecutive series of meetings;
·Institutionalized stakeholder consultations;
·Stakeholder exchange platform;
·Stakeholder initiative;
·Joint stakeholder partnership.

READ DETAILED REPORT ABOUT DIALOGUES BETWEEN DIFFERENT TRANSPORTATION ACTORS
>> HERE <<

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ASSESSMENT OF THE TRANSIT CORRIDOR BELARUS–LATVIA–SWEDEN

From October 2020 to March 2021 the Foundation "Ventspils High Technology Park" and "eMobility" Ltd. had been preparing a Case Study on the Assessment of the Transit Corridor Belarus – Latvia – Sweden within 'Baltic Loop' with relation to the main roles of VHTP in the project, i.e.

1) to **estimate the cargo flow** potential along the transport corridor Sweden-Latvia (Ventspils)-Belarus, **plan improvements** in the Ventspils port's infrastructure and processes to increase efficiency and potential of cargo flows; and

2) to **plan the best approach and initiate the starting development activities** for Ventspils port's hinterland (freight village, industrial cluster) in order to increase cargo flows and ensure efficient use of ports infrastructure and services.

The article continues on the next page

SOME of the CONCLUSIONS

The potential of the Belarus-Sweden-Latvia corridor depends both on economic and political factors.

Economically the corridor can become a significant gateway from Asia, Belarus, Russia, and CIS to Scandinavia and Western Europe.

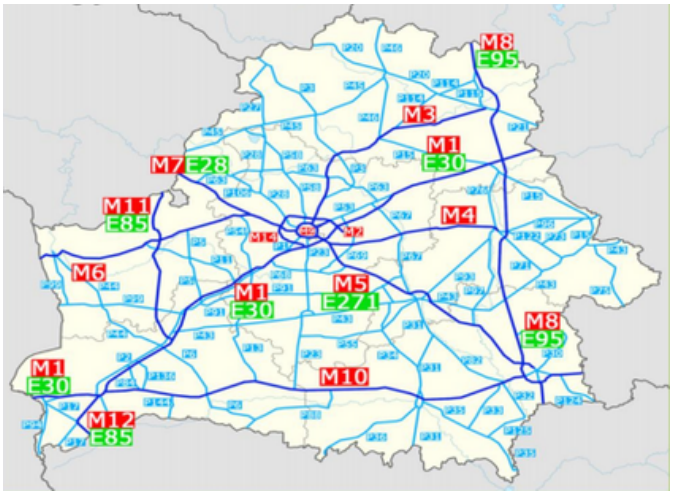
Politically the current diplomatic relationship between Latvia, Belarus and Russia allows to stress the benefits of the Belarus-Sweden-Latvia corridor.

Major bottlenecks in transit of goods are political, bureaucratical and physical. Obvious bottlenecks exist throughout the Sweden – Latvia – Belarus corridor due to the shift in transport mode on both sides of the Baltic Sea. Political bottlenecks exist with the current diplomatic challenges between the European Union and its Eastern neighbours. Bureaucratical bottlenecks are obvious when import or export from European Union is considered, but they are not found significant within this research.

Belarus is at the crossroads of transitways between the Baltics and the Black Sea, and Western Europe, and Russia, and even Far East Russia.

Moreover, these connections exist both in the form of railway and road transport.

The Baltic States are connecting Eastern Europe, Russia, on the one hand, and Scandinavia and Western Europe, on the other hand.



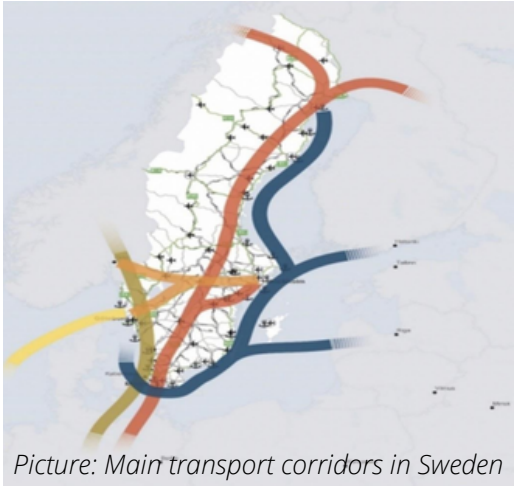
Picture: Belarusian road network

Picture: Latvian road network

In Sweden, approximately **two-thirds of all freight transports are concentrated to five major transport corridors**, which mainly are in conformity with the defined Swedish 68 sections of the TEN-T core network. Seen both from a national and international perspective, the major transport routes and nodes stand well over time. One of the corridors is between the East European Continent – Baltic Sea Coast.

The **port of Stockholm** is a good starting point for the distribution of the commodities not only in Sweden but also in other parts of Northern Europe and even other parts of Europe. There are five main major routes in Sweden, and Stockholm is a part of at least in three of them, therefore ensuring the transit of foreign commodities.

READ DETAILED REPORT
>> HERE <<



Picture: Main transport corridors in Sweden

We are pleased to announce that BALTIC LOOP project will hold its virtual

FINAL CONFERENCE

on 16th of June 2021.

SAVE THE DATE

16 June 2021 / 13.00-16.00 EET / ZOOM

DISCOVER POTENTIAL TO REDUCE TRANSPORTATION BOTTLENECKS

FINAL CONFERENCE OF BALTIC LOOP PROJECT

VIEW THE PROGRAM, REGISTER AND TAKE YOUR VIRTUAL SEAT!

Agenda and registration link you will find on our website: **www.balticloop.eu**

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

3 local and international conferences

10
- 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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