



Towards an integrated transport system in the Baltic Sea Region

Baltic Sea Region as a model area for green transport solutions

Presentation at the 2nd B2B LOCO Conference, Portoroz, 27 May 2011

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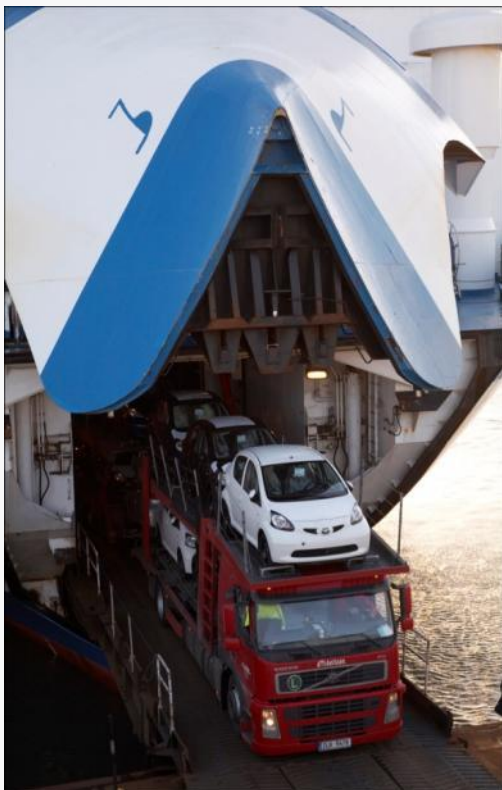


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TransBaltic in a nutshell

- **Strategic project** in the Baltic Sea Region Programme 2007-2013, initiated by **the regions** (led by Region Skåne)
- **50 partners** from all 11 BSR countries (financial and/or associated)
- **Backup** from national transport ministries and pan-Baltic organisations
- **Macro-project** - transport development in the **whole BSR till 2030** and implications for regional growth
- Impact of **Russia, Central Asia, China and India** under analysis
- **Meeting place** for public and private stakeholders to discuss transport and regional development challenges



The ambitions of TransBaltic

To provide regional level incentives for the creation of a comprehensive **multimodal transport system in the BSR**, as stipulated by the EU Baltic Sea Strategy, by means of joint transport development measures and business concepts

MAIN RESULTS:

- **Freight flow scenarios** as a decision support for public/private investments
- **BSR-specific solutions** for transport policies
- **Synergies** between transnational transport projects and pan-Baltic initiatives
- **Regional action plan** with measures needed to improve the internal and external accessibility of the BSR
- Pilot **business concepts** tested and forwarded for commercial deployment



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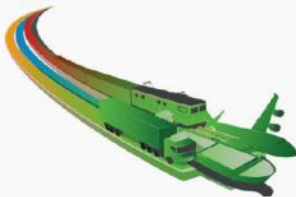


TransBaltic and the strategic concepts...



EU Baltic Sea Strategy - Priority Area 11 ('To improve internal and external transport links')

Flagship 5 - Cooperate for smarter transport



TransBaltic named among projects contributing to the **green corridors concept**



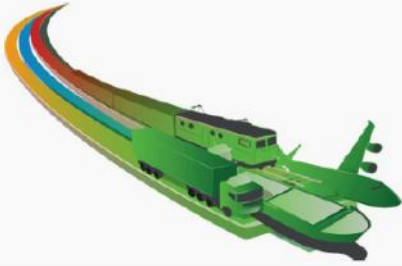
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Notion of green corridors by ECOM



What makes the transport corridor ‘green’?

- low impact on human and natural environment + energy efficiency
- complementarity of modes (road, rail, short sea shipping, inland waterways)
- relevant facilities (seaports, inland terminals etc.) and supply points (biofuels, hydrogen fuel etc.)
- innovative technologies (e.g. to manage and control the traffic)
- harmonised rules and open access for all interested users

Source: Freight Transport Logistics Action Plan (EC 2007)

A bottom up alliance - Green Corridor Agreement...



- Signed in November 2009
- Input from regional level to the GC concept
- Harmonisation of work and mutual responsibilities till late 2012
- Several joint seminars and workshops
- Cooperation open to other corridor initiatives

For the Swedish
Ministry of Enterprise,
Energy and
Communications

For East-West
Transport Corridor II

For Scandria

For TransBaltic

Leif Zetterberg
State Secretary

Mats Johansson
Region Blekinge
Chairman of the Board

Kathrin Schneider
Head of Joint State
Planning Department
Berlin – Brandenburg

Jerker Swanstein
Region Skåne
President of the
Executive Board

Collaboration currently expanding...



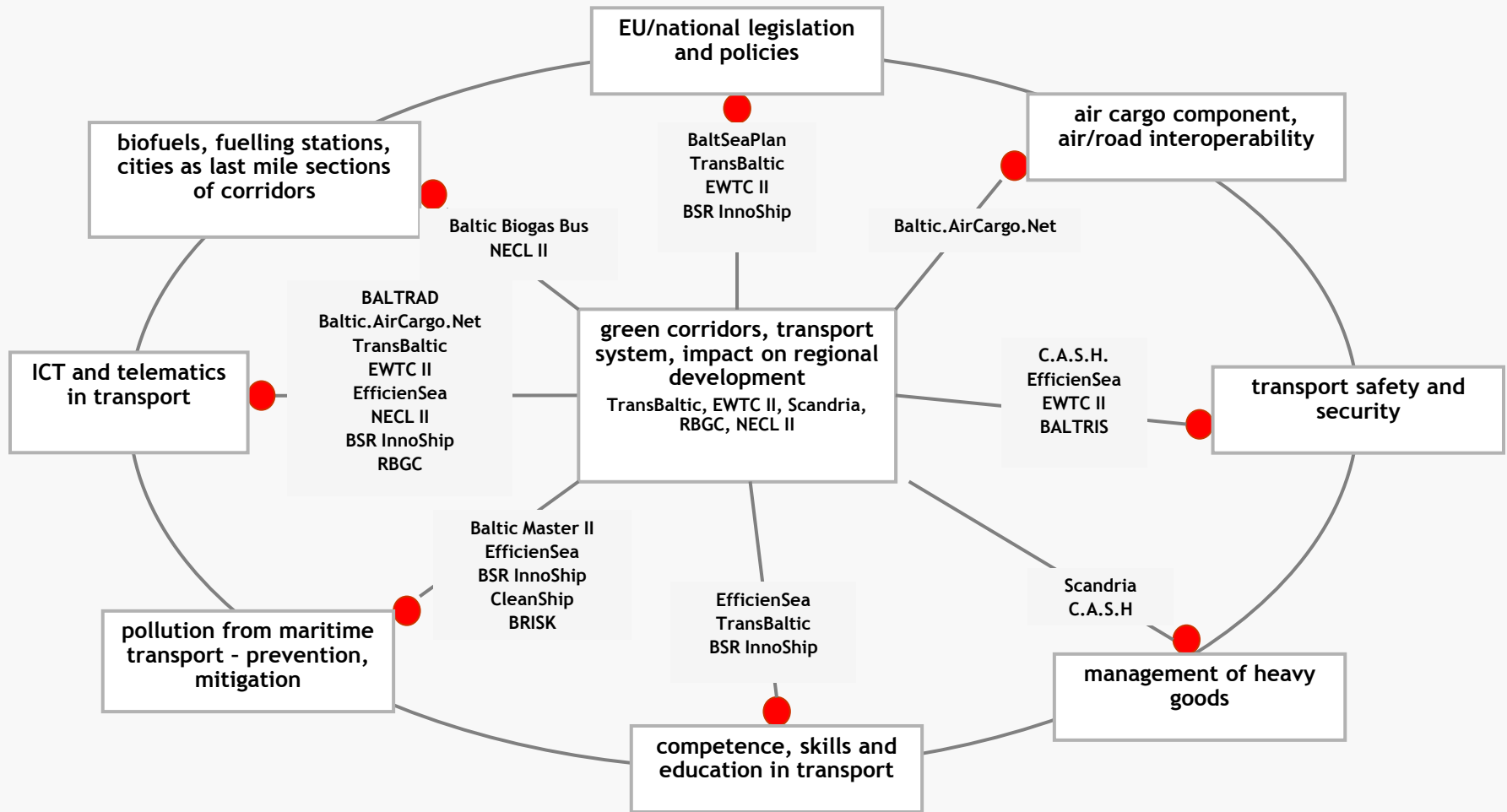
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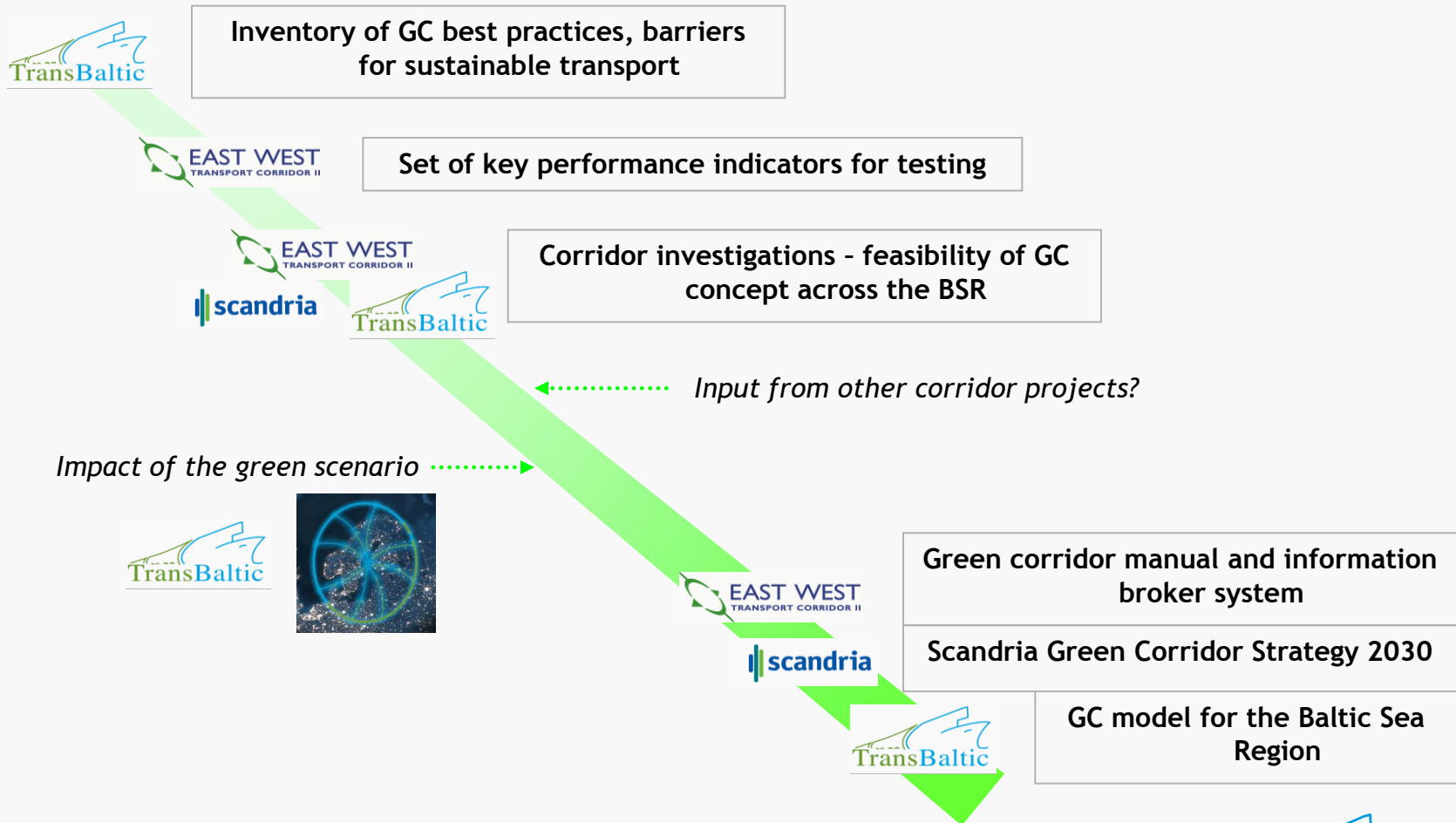
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with synergies identified...



...and division of labour in working out the concept



TransBaltic assignments

Inventory of best practices worldwide

Pilot demos to green the corridors

- Dry ports
- Pre-gate parking system
- Management of empty containers
- Internet tools for better use of intermodal transport by SMEs
- Better skills in harbour services
- New rail transport solutions in traditional road corridors

Impact of the green scenario



Green Corridors model for the Baltic Sea Region



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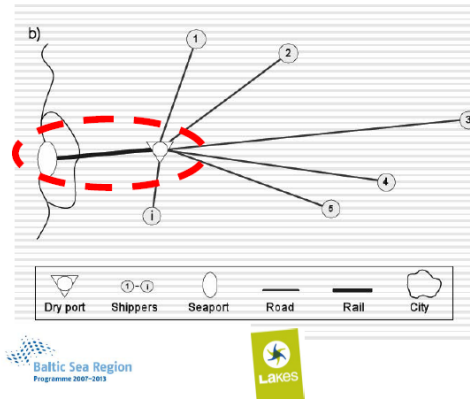
Dry port development

DRY PORT CONCEPT



Offers possibilities to improve transport efficiency :

- Concentrates volumes in one corridor, a green corridor
- Offers possibilities to increase transport efficiency by reducing total number of ton kilometers -> CO2 savings and transport cost reduction



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EU:

- Dry Port Concept supports the cohesion and co-modality objectives of the EU transport and regional policies
- Dry Port Concept offers possibilities to shift cargo from road to rail and reduce CO2 emissions
- Dry Port Concept could be component of the future TEN-T network (now under revision).

Ports and areas around the ports:

- Dry Ports offer expansion areas for seaports with limited space
- Dry Ports can partly solve problems caused by increasing truck traffic close to the seaports

Hinterland regions:

- Dry Ports can generate jobs
- Dry Ports can increase hinterland region logistics competitiveness

Transport and logistics companies:

- Dry Ports can offer new business model and open new markets
- Dry Ports can reduce cost
- Dry Ports can offer possibilities to achieve environmental objectives

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Dry port development



Added value of TransBaltic

TransBaltic has offered an unique possibility to

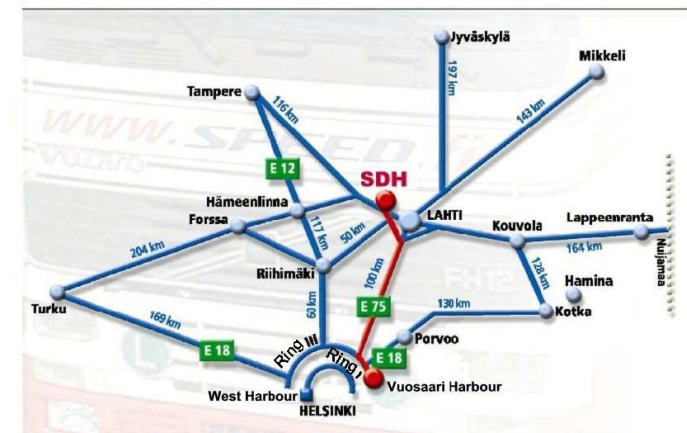
- benchmark existing Dry Ports outside of Finland
- cooperate with Dry Port research
- visit Dry Ports, get best practise information

TransBaltic

- is supporting Speed's activities to implement Dry Port concept in Lahti, Finland
- will show a way how to establish efficient dry ports in specific local conditions




All You need is



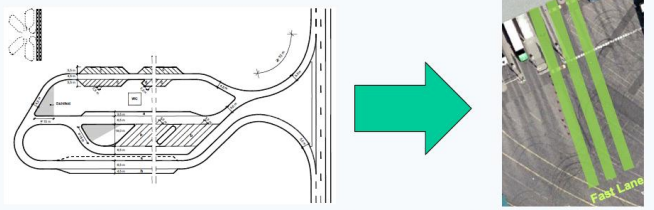
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Pre-gate parking system




Basic idea Pre-Gate-Parking (PGP)



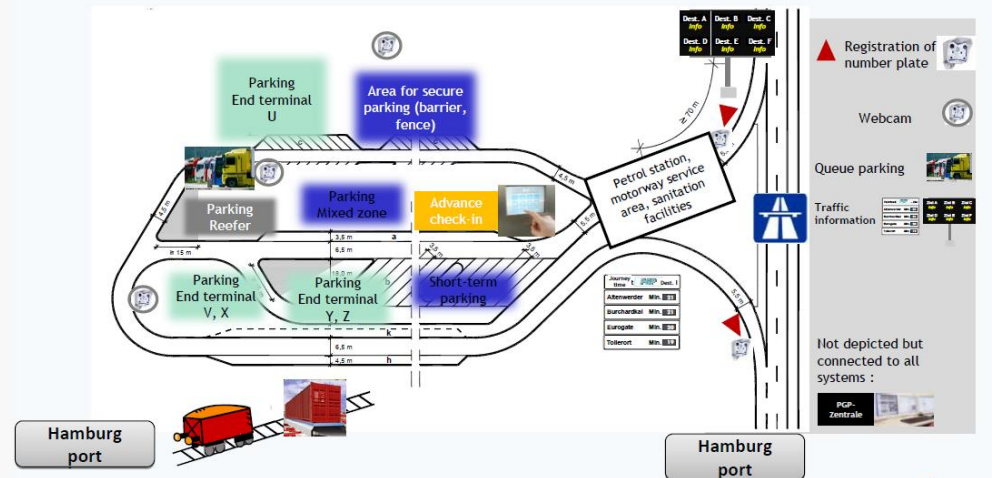
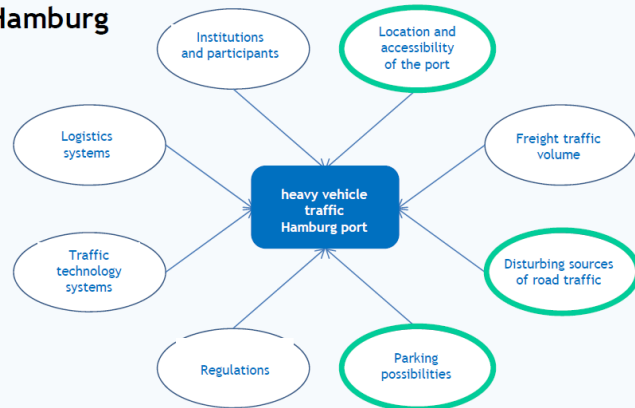
Use PreGateParking Area → Go to Terminal → Use Fast Lane at Terminal

Draft of PGP



Basic conditions for heavy traffic in the port of Hamburg



Pre-gate parking system



Next Step



1. Description of the pgp-system and its functionality
2. Detection of the adequate Location and available building area
3. Development of the operational and financing concept
4. Implementation of an Booking-System and interconnection with traffic information system
5. Development of the physical infrastructure
6. Start of the pilot project



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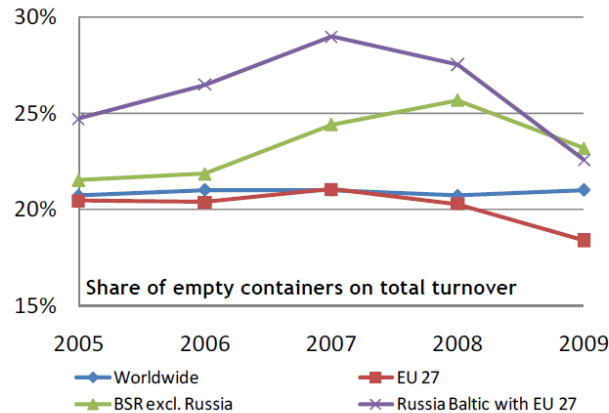
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Empty container management in the BSR

- Three arguments call for a deeper investigation of empty container management in the BSR:

1. **Rising trade volumes** of containerized goods
2. **Strong imbalances** of containerized trade flows
3. **High share of empty containers** of overall container turnover



Source: Drewry 2009, Eurostat database 2011

Results so far: Report on Empty Container Management in the BSR

- **Objective** of the report
 - to create transparency for empty container management in the BSR for the players of the container transport chain
- Provides **insight** on
 - empty container facts in the BSR
 - involved players
 - reasons for and impact of empty movements
 - potential measures to overcome negative impacts

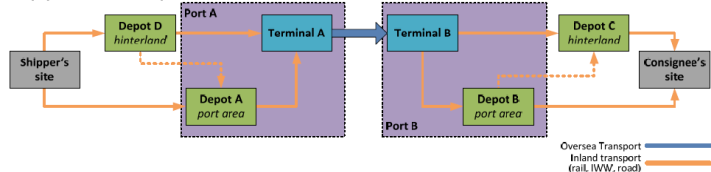
Empty container management in the BSR

From the **survey results** some insight have been gained on how different **players evaluate the success of measures**:

- ICT measures: information exchange platforms were evaluated as being successful,
- Managerial measures: the network design of empty depots seems to be promising,
- Pricing measures: giving incentives can help to channel the flow of empty containers.



Empty Container transport chain



- 2-4 case studies will be conducted up from July 2011
- Each case study will deepen a specific measure to overcome challenges occurring from empty containers.
- Therefore it is planned to involve partners being interested in assessing or implementing the measure in their business processes.

Deployment of ICT Toolbox

An Internet application for optimizing modal choice and planning intermodal supply chains



An internet ICT is designed for supporting entrepreneurs :

- comparing transport services of different operators representing all modes in the given transport corridor according to lead-times, freight rates, CO₂ emission and KPI's
- creating own supply chains (leg by leg) basing on current timetables and tariffs concluding electronic freight transaction
- monitoring transport progress
- invoicing and effecting electronic payments

Sustainable modes of transportation rarely considered as real alternative due to:

- rising customers' requirements for
 - short delivery time
 - more frequent and smaller shipments
- general lack of awareness of the benefits offered by the various modes of transport
- not easily accessible and not transparent offer from railway or sea carriers

Permanent need of optimizing logistics costs



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Deployment of ICT Toolbox



- Development of case studies demonstrating the degree of competitiveness of the various modes of transport for selected routes based on data received from carriers.
- Demonstration of the results to the freight market stakeholders
- Definition of application's improvements required (e.g. negotiation module, automatic ranking of transport alternatives)

Deployment attempt on selected corridor (next project)

- Selecting transport corridors (volumes / modal alternatives)
- Selecting operators of application (network)
- Building data bases of transport operators and their services (time schedules / freight rates , KPI)
- Customize the information exchange system (communication standards, scope of information required, business models for co-operation, forms of electronic documents)
- Test the system on real freight transaction
- Actual implementation of the system in selected corridors.



Competence Management System in harbour logistics



Single learning outcomes...

are collected into competencies...

are giving competence-profiles...

Result: individual qualifications



Cooperation ma-co with Estonian Maritime Academy (EMA)

- 3 Workshops performed
Hamburg: Exchange of experiences
Tallinn: profile container-checking
profile dangerous goods
- Workshop planned
Tallinn: harmonisation VET-frames, ISCO
- CMS-adaption performed
Internet capability / transnational usability
Translation of interfaces and VET-material

Cooperation ma-co with Baltic Fishing Fleet Academy (BFFSA)

- 2 Workshops performed
Hamburg: Exchange of experiences
Kaliningrad: Contacts and promotion
- Workshop planned
continue cooperation, agreement
- Participation BFFSA-conference, May 2011



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Increase of rail freight transport

- **Case study: International rail freight transport to and from the south eastern part of Norway**
- **Freight transport by road is increasing rapidly: 2400 trucks are passing the boarder between Sweden and Norway daily - while only 6 freight trains**
- **A study of transport volumes between Norway and countries in the BSR indicates sufficient volumes of goods suitable for rail transport - if the quality of rail transport is good enough**



Considerable investments will be needed to expand and upgrade the capacity and quality of rail network

But more has to be done: Our survey shows the customers don't rely on the railway's ability to deliver acceptable quality

Increase of rail freight transport



Main obstacles during operations:

- The rail network administrations (Jernbaneverket(NOR), Trafikverket(SVE)) do not cooperate sufficiently
- No corridor thinking
- When the train turns up at border, no plans to prevent delays.
- Lack of coordination when work on track
- Lack of alternative tactical/operative plans to prevent stops&delays
 - The customer has to deal with problems which should be the responsibility of the track owner.



- public-private actions planned to help resolve identified transport obstacles and barriers
- focus on two topics: (1) How freight terminals along a transport route can be utilised as backups, (2) How logistics education for rail and intermodal transport can be improved



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TransBaltic heritage - end of 2012



**Green Corridors model for
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Thank you for your attention!

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SKANE
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