

PROJECT DATA FORM

Baltic Sea Region Programme 2007 - 2013

Second call for project applications
2009

Version of (enter date):

19/08/2009

Project acronym:

TransBaltic

Index number:

Registration date:

Date of approval:

Starting date:

Finalise and Print and Save

Form to be filled in and returned by post and e-mail to:

Baltic Sea Region Programme 2007 - 2013 Joint Technical Secretariat

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EUROPEAN REGIONAL DEVELOPMENT FUND
EUROPEAN NEIGHBOURHOOD AND PARTNERSHIP INSTRUMENT
Baltic Sea Region Programme 2007 - 2013

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Lead Applicant Declaration

By signing the Application Form we hereby confirm that:

- 1 information in this Application Form is to the best of our knowledge accurate and true,
- 2 all organisations that will receive grant from the programme have been listed in the Application Form,
- 3 all project partners comply with the rules on beneficiaries as stated in the Operational Programme (chapter 9.1.1. – 9.1.3),
- 4 the project, neither in whole nor in part, has or will receive any other Community financing for any of the activities presented in the work plan,
- 5 in case of approval of the project proposal by the Monitoring Committee our organisation will take the role of the lead partner with all the responsibilities assigned to it such as:
 - responsibility for ensuring the implementation of the entire project;
 - laying down the arrangements for its relations with the project partners in a partnership agreement comprising, *inter alia*, provisions guaranteeing the sound financial management of the funds allocated to the project, including the arrangements for recovering amounts unduly paid;
 - ensuring that the expenditure presented by the project partners has been incurred for the purpose of implementing the project and corresponds to the activities agreed between the project partners;
 - verifying that the expenditure presented by the project partners has been validated by the controllers;
 - responsibility for transferring timely the ERDF, and if relevant also Norwegian National and ENPI co-financing to the partners participating in the project;
 - responsibility for informing the public about assistance obtained from the programme and the European Union by complying with information and communication requirements set by the programme.
- 6 We are aware of the conditions for eligibility and the community legislation and will respect these conditions during project execution. The carrying out of the project will be in accordance with programme rules and relevant national and Community regulations.

I. Signature of Lead Applicant	II. Stamp of Lead Applicant
III. Signatory's name and position	
IV. Lead Applicant organisation	Region Skåne
V. Place and date of submission	

1. Project identification

1.1 Project title

TransBaltic - Towards an integrated transport system in the Baltic Sea Region

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1.2 Project acronym

TransBaltic

The maximum number of characters in this input field is 20. (11/20)

1.3 Priority

Priority 2: Improving external and internal accessibility of the BSR

1.3.1 Area of Support:

2.1.1 Transport

1.4 Summarised description of the project

The overall project objective is to provide regional level incentives for integration of transport patterns and networks in the BSR, as stipulated by the EU Strategy for the Baltic Sea region, by means of joint transport development measures and jointly implemented business concepts.

While the national authorities intend to take actions to harmonise the infrastructure planning within the BSR, the regional level stakeholders see a need to complement this process by providing a sustainable regional growth perspective of the harmonisation efforts. Furthermore, in light of increasing transport flows across the BSR it is urgent to propose regional level incentives how to turn the opportunity of enhancing the BSR gateway function in serving these flows into the strength.

TransBaltic is based on outcomes of completed transnational transport projects in the BSR + several pan-Baltic initiatives, but will structure them into one framework and upgrade by selected pilot business actions.

The project will among all:

- develop a decision support basis for regional and national investments in transport corridors across the BSR by means of corridor-scaled pan-Baltic traffic forecasts and scenarios;
 - prepare a regional action plan with measures needed to enhance the transport gateway function of the BSR from the sustainable regional development perspective;
 - implement business concepts in the transport field and generalise the findings at the BSR level in form of the BSR transport blueprints.
 - provide an umbrella framework and create synergies between individual transnational transport projects and pan-Baltic transport development concepts by arranging debates and agreeing on necessary horizontal measures in shaping an integrated transport system in the BSR.
- Through this the project will intend to contribute to the implementation of the EU Baltic Sea Strategy and EU transport and cohesion policies.

TransBaltic is a strategic BSR-wide project partnered by several regional authorities, transport and logistics-related research institutions, transport operators, logistics associations and pan-Baltic organisations, including CMPR Baltic Sea Commission, CMPR North Sea Commission, BSSSC, BCCA, BDF and BPO. It has also gained support from several national transport ministries.

In addition to the joint work in the partnership of committed financial and associated organisations, TransBaltic envisages to run an intensive dialogue with state level authorities and private stakeholders in order to adjust the actions and outcomes to needs and expectations of transport decision-makers, operators and users around the Baltic Sea.

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1.5 Financial resources (all amounts in EUR)

Amount of ERDF co-financing applied for	4,037,419.30
Amount of <u>ERDF partners'</u> contribution	1,187,678.70
ERDF budget	5,225,098.00
Amount of Norwegian co-financing applied for	133,290.00
Amount of <u>Norwegian partners'</u> contribution	133,290.00
Norwegian budget	266,580.00
Amount of ENPI co-financing applied for	0.00
Amount of <u>ENPI partners'</u> contribution	0.00
ENPI budget	0.00

TOTAL Project Budget 5,491,678.00

1.6 Project duration

Implementation phase	36	months
Contracting phase	3	months
Closure phase	3	months
Total (Project duration)	42	months

1.7 Previously submitted applications for funding from the BSR Programme 2007-13

1.7.1 Has this proposal been previously submitted for the BSR Programme 2007-13 and was rejected?

yes

1.7.1.1 Acronym(s) of the rejected proposal(s)

TransBaltic

The maximum number of characters in this input field is 100

1.7.1.2 Call(s) in which the unsuccessful proposal(s) was/were submitted

First Call	Second Call	Third Call	Fourth Call	Fifth Call	Sixth Call	Seventh Call	Eighth Call
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.7.1.3 Relevant changes in the proposal since the last submission

1. Changes in the project scope determined by the content and implementation scheme of the EU Baltic Sea Strategy with designated role of Member States in transport cooperation
2. Emphasised contribution from the regional level to harmonisation activities by the national transport authorities within infrastructure planning and easing of administrative constraints in transport operations as laid down in the EU Baltic Sea Strategy
3. Focus shifted to transport development needs of regional authorities and provision of regional level incentives for the creation of a comprehensive multimodal transport system in the BSR
4. The new focus affects the outcomes; e.g. instead of a BSR Transport Action Plan - a regional action plan with measures needed to enhance the gateway function of the BSR or pan-Baltic traffic forecasts and scenarios to be performed at a corridor level to complement the Baltic Transport Outlook planned by the national transport ministries

5. More highlighted umbrella role of TransBaltic for individual transport corridor projects in the BSR
6. Budget decrease to ca. 5.5 million euro
7. More national transport ministries involved as associated organisations
8. Russian partners as associated organisations

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2. Project partnership

All project partners listed by organisation, country and budget

	Organisation	Country	Partner budget		
			ERDF cofin.	PP's contr.	Total
1	Region Skåne	SE	600,000.00 €	200,000.00 €	800,000.00 €
	Region Skåne				
2	Region Västerbotten	SE	525,000.00 €	175,000.00 €	700,000.00 €
	Regionförbundet Västerbottens Län				
3	LAKES – Lahti Regional Development Company Ltd.	FI	517,500.00 €	172,500.00 €	690,000.00 €
	Lahden Alueen Kehittämisyhdistys Oy - LAKES				
4	Akershus County Council on behalf of the Eastern Norway County Network	NO	103,290.00 €	103,290.00 €	206,580.00 €
	Østlandssamarbeidet c/o Akershus fylkeskommune				
5	Region Blekinge	SE	135,000.00 €	45,000.00 €	180,000.00 €
	Region Blekinge				
6	Region Sjælland	DK	112,500.00 €	37,500.00 €	150,000.00 €
	Region Sjælland				
7	Self Government of the Pomorskie Voivodship	PL	85,310.25 €	15,054.75 €	100,365.00 €
	Samorząd Województwa Pomorskiego				
8	Vest Agder County	NO	30,000.00 €	30,000.00 €	60,000.00 €
	Vest-Agder fylkeskommune				
9	Västra Götaland Region	SE	168,750.00 €	56,250.00 €	225,000.00 €
	Västra Götalandsregionen				
10	Stockholm County Council	SE	150,000.00 €	50,000.00 €	200,000.00 €
	Stockholms läns landsting				
11	The Institute of Logistics and Warehousing	PL	442,000.00 €	78,000.00 €	520,000.00 €
	Instytut Logistyki i Magazynowania				
12	Maritime Institute in Gdansk	PL	161,500.00 €	28,500.00 €	190,000.00 €
	Instytut Morski w Gdańsku				
13	West Pomeranian Business School	PL	76,500.00 €	13,500.00 €	90,000.00 €
	Zachodniopomorska Szkoła Biznesu				
14					
15	Hamburg University of Technology	DE	268,251.00 €	89,417.00 €	357,668.00 €
	Technische Universität Hamburg				
16	Øresund Logistics /Øresund University	SE	75,000.00 €	25,000.00 €	100,000.00 €
	Øresund Logistics /Øresund University				
17	Maritimes Competence Centre	DE	286,104.00 €	95,368.00 €	381,472.00 €
	maritimes kompetenzzentrum e.V.				
	Vilnius Gediminas Technical University		ERDF cofin.	PP's contr.	Total

18	Vilniaus Gedimino technikos universitetas	LT	25,500.00 €	4,500.00 €	30,000.00 €
19	Hamburg Port Authority	DE	ERDF cofin. 191,250.00 €	PP's contr. 63,750.00 €	Total 255,000.00 €
	Hamburg Port Authority				
20	Self-government of the Warmińsko-Mazurskie Voivodeship	PL	ERDF cofin. 94,004.05 €	PP's contr. 16,588.95 €	Total 110,593.00 €
	Samorząd Województwa Warmińsko – Mazurskiego				
21	Estonian Maritime Academy	EE	ERDF cofin. 51,000.00 €	PP's contr. 9,000.00 €	Total 60,000.00 €
	Eesti Mereakadeemia				
22	The Latvian Transport Development and Education Association (LaTDEA)	LV	ERDF cofin. 72,250.00 €	PP's contr. 12,750.00 €	Total 85,000.00 €
	Latvijas transporta attīstības un izglītības asociācija (LaTAIA)				
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Acrony

2.1 Partnership composition

TransBaltic emerged from the initiative of regional authorities active in several pan-Baltic organisations and transnational projects (e.g. InterBaltic, Baltic Gateway, Baltic Palette etc.). With an effort to launch TransBaltic the regional authorities wished to signal the challenge of translating ever increasing transport flows in and across the BSR to a sustainable regional growth and to find harmonised cooperation means with the national and pan-Baltic level in order to tackle and solve this challenge. An inquiry for joint action made to both the levels turned positive (see 2.2 and enclosed letters of support).

In the course of consultation meetings with both the pan-Baltic organisations and the national transport ministries (BSR road map) the raw project idea received good feedback and gained on the strategic substance.

Imbalances in national budget shares - see justification in WP4 description.

The project partnership is a triple-helix structure with the following groups:

- core partners - regional authorities experienced in the transnational cooperation and directly involved in the preparation and implementation of the project,
- backing partners - universities, research institutions and public utility companies in the field of transport and logistics, which provide specific competence and expertise to the project; some of them (e.g. Öresund Logistics, LATDEA or Maritime Competence Centre) yield direct access to the business environment (see also role of each PP described below),
- associated organisations - see AF chapter 2.2

Striving to become a strategic project, TransBaltic has gathered a strong financial partnership with various level organisations from nine BSR countries. The institutional set-up featured in this application seems optimal for achieving the project aims and planned results, and at the same time - to keep the project manageable.

Gaps in the geographical or vertical composition of the partnership will be addressed by:

- designating pan-Baltic networks and cooperation structures specific roles in the project implementation (see AF chapter 2.2, workplan description and attached project action plan)
- establishing a Stakeholders Cooperation Forum (WP2) to gather a representable project audience
- setting a meeting place for close dialogue with national level entities (e.g. responsible for road or rail infrastructure) and organisations active in specific corridor projects
- outsourcing of the work (e.g. for integration transport development challenges in Russia and Belarus into the overall framework).

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2.2 Involvement of associated organisations

TransBaltic has received official support from 29 organisations, which agreed to assume specific role in the project implementation, thereby showing commitment to the project ambitions (see also the WPs).

1-8. national transport ministries from: BY, DE, EE, LT, NO, PL, SE + Finnish Maritime Administration - acting as a discussion, dissemination and reference partners to the project (opinion-makers and liaisers with regional levels and business actors).

9-14. pan-Baltic organisations (CPMR BSC, CPMR NSC, BSSSC, BDF, Baltic Sea Forum, BCCA) - giving a political backup and offering a discussion, information and dissemination arena for the project towards a broader number of actors at the sub-regional level, including business sector; additionally - CPMR NSC regards the project a platform for the North Sea - Baltic Sea cooperation in developing a multimodal transport system and strengthening the Northern Dimension

15. Baltic Ports Organisation - eager to take a leading role in task 4.1

16. City of Hamburg - providing political backup to the three project partners from this area
17. South Finland Regional Alliance - supporting the project in discussion and dissemination
18. City of St.Petersburg - supporting the project as a reference partner for findings and results
19. Municipality of Baltijsk - supporting the project in relevant matters (e.g. transit flows to and from Russia)
20. International Transport Academy Moscow - providing expertise on transport development trends and policies in Russia and Belarus as well as an intermediary in a contact with the both transport ministries
21. North-West Association, representing 11 federal subjects of the Russian Federation and participating in selected project topics
22-23. Two higher education actors from Kaliningrad Region - supporting the project in integrating Kaliningrad to the BSR transport network
24. Leontief Centre - providing competence and eager to host hearings in Russia on WP3 process

25. Lithuanian Technology Platform for Intermodal Transport - supporting the project as a dissemination and reference partner, providing access especially to transport business companies
26. County Council of Norrbotten, Sweden - interested in joint project activities (e.g. north-Baltic investigation in WP3)
27. Nordland County Council - eager to discuss efficient transport and logistic solutions in connections to parallel projects
28. DHL Finland - providing advice to the project from business perspective, especially in task 5.1
29. Government of Kaliningrad Region - see No.22-23 above

The maximum number of characters in this input field is 2600

2.3 Partnership details

Partner 1: Lead Applicant

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

First Contact

Phone (office) (mobile)

Fax

E-mail

Contact person

Second Contact (optional)

Phone (office) (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		800,000.00 €
ERDF co-financing	75.0%	600,000.00 €
ERDF partner's contribution		200,000.00 €
Partner's financial contribution		200,000.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		800,000.00 €

Organisation's role in the project

The lead partner for TransBaltic, with extensive competence in preparing and managing transnational projects in the BSR Interreg IIC and IIB programmes. Active authority in regional policy and transport development measures in the BSR in connection with the legal responsibilities and geographical location. Hosting authority for the project secretariat and leader for WP1 and WP2. Direct supervisor of tasks led by respective partners in WP4 and WP5.

Region Skåne is particularly interested in running a smooth dialogue with EU and national level institutions on the further layout of the TEN-T network and implications of this process for the regional policies. It is also keen on discussing and implementing solutions for more sustainable transport in the BSR, especially in the context of increasing E-W and N-S flows.

Contributor in cash (60% of the own budget) and personnel resources (4-5 persons, part-time involved in chairing PMG, SC and taking part in thematic activities).

The maximum number of characters in this input field is 1000

Partner 2

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office)
 (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		700,000.00 €
ERDF co-financing	75.0%	525,000.00 €
ERDF partner's contribution		175,000.00 €
Partner's financial contribution		175,000.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		700,000.00 €

Organisation's role in the project

A core partner leading the strategic work in WP3, in compliance with a similar role in the InterBaltic project. Actively engaged in the debates on horizontal measures (WP4) and selected business-orientated actions in WP5, in line with own investment priorities. Animator of a conceptual WP3 work in the northern part of the BSR and provider of institutional liaisons with existing Barents Area partnerships, including regional and local level networks in northern part of Norway, Sweden and Finland.

Region Västerbotten is especially interested in promotion of the northern BSR specificity on national and EU fora in order to prepare the regional infrastructure for anticipated intercontinental and N-S flows. It is also keen on discussing the future development of the dry port concept, with possible follow-up implementation in Västerbotten.

Contributor in cash to settle a small WP3 coordination office with a hired manager.

The maximum number of characters in this input field is 1000

Partner 3

Title of the institution in original language
 Lahden Alueen Kehittämisyhtiö Oy - LAKES

Title of the institution in official English translation
 LAKES – Lahti Regional Development Company Ltd.

Type of Organisation
 Other public equivalent body

Address
 Rauhankatu 10, 3rd floor

Postal code
 15110

Town
 Lahti

Country
 FI

Region (NUTS1)
 MANNER-SUOMI

Region (NUTS2)
 Etelä-Suomi

Region (NUTS3)
 Päijät-Häme

Website
 www.lakes.fi

Phone (office)
 358 3 880 9323 (mobile)

Fax
 358 3 880 9330

E-mail
 petri.jalkanen@lakes.fi

Contact person
 Petri Jalkanen

The partner will have ENPI budget: no yes

Can the PP recover the VAT by whatever means: no yes

Financial resources:

ERDF partner budget		690,000.00 €
ERDF co-financing	75.0%	517,500.00 €
ERDF partner's contribution		172,500.00 €
Partner's financial contribution		172,500.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		690,000.00 €

Organisation's role in the project

A core partner performing regional development duties on behalf of committed Finnish municipalities. Provider of input to the strategic process in WP3 from the Finnish perspective, including an access to the South Finland Regional Alliance, which groups together regional authorities from the territory absorbing the largest traffic volumes in the country.

LAKES will lead task 5.1 dedicated to the demonstration and evaluation of the dry port concept in selected hinterland sites in four BSR countries, based on the preliminary work completed in the InterBaltic project. In effect, LAKES will work out a feasibility of a specific BSR solution for the dry port concept as an input to e.g. the revised TEN-T policy. LAKES will also be involved in debates and investigations on regional impact of BSR ports (task 4.1).

Contributor both in cash (over 80% of the own co-financing) and in staff resources.

The maximum number of characters in this input field is 1000

Partner 4

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office)
 (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

Norwegian partner budget		206,580.00 €
Norwegian co-financing	50.0%	103,290.00 €
Norwegian partner's contribution		103,290.00 €
Partner's financial contribution		103,290.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		206,580.00 €

Organisation's role in the project

A core partner clustering south-eastern Norwegian counties and represented by Akershus County Council as the heading entity. Input provider for the WP3 strategic process, including the harmonisation of EU transport and cohesion policies from the perspective of a region representing an EU neighbouring country.

The County Network will lead task 5.5 dedicated to rail transport solutions for North-South and East-West flows extending from the Nordic Triangle area along specific corridors. In this task the County Network will cooperate with relevant business representatives and ongoing corridor projects in order to elaborate conclusions on intermodal transport measures to stimulate the gateway function of the BSR (task 3.4).

Contributor both in cash and in staff resources (about 70% and 30% respectively in terms of own co-financing, including work of 2-3 persons).

The maximum number of characters in this input field is 1000

Partner 5

Title of the institution in original language
 Region Blekinge

Title of the institution in official English translation
 Region Blekinge

Type of Organisation
 Regional public authority

Address
 Ronnebygatan 2

Postal code
 37132

Town
 Karlskrona

Country
 SE

Region (NUTS1)
 Södra Sverige

Region (NUTS2)
 Sydsverige

Region (NUTS3)
 Blekinge län

Website
 www.regionblekinge.se

Phone (office)
 46 455 30 50 12 (mobile)

Fax
 46 455 30 50 10

E-mail
 bengt.gustafsson@regionblekinge.se

Contact person
 Bengt Gustafsson

The partner will have ENPI budget: no yes

Can the PP recover the VAT by whatever means: no yes

Financial resources:

ERDF partner budget		180,000.00 €
ERDF co-financing	75.0%	135,000.00 €
ERDF partner's contribution		45,000.00 €
Partner's financial contribution		45,000.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		180,000.00 €

Organisation's role in the project

A core partner with vast competence in managing and implementing transnational projects; in TransBaltic involved in further upgrading and updating of the Baltic Gateway Quick Start Programme as an input to the strategic regional action plan making envisaged in WP3. Eager to lead the strategic WP3 discussion in the South Baltic area, including sustainable regional growth consequences of the Northern Axis within the framework of the TEN-T.

Region Blekinge will also be involved in WP4 horizontal measures, with particular attention to the Motorways of the Sea policy for the Baltic Sea and freight sustainability questions. In the latter case the Region intends to contribute to the creation of a BSR blueprint out for a green corridor concept as tested in specific transport corridors (e.g. East-West TC and Scandria).

Contributor both in cash and in staff resources (about 75% and 25% respectively, in terms of own co-financing, including work of 1-2 persons).

The maximum number of characters in this input field is 1000

Partner 6

Title of the institution in original language
 Region Sjælland

Title of the institution in official English translation
 Region Sjælland

Type of Organisation
 Regional public authority

Address
 Alleen 15

Postal code
 4180

Town
 Sora

Country
 DK

Region (NUTS1)
 DANMARK

Region (NUTS2)
 Sjælland

Region (NUTS3)
 Østsjælland

Website
 www.regionsjælland.dk

Phone (office)
 45 5787 5766 (mobile)

Fax
 45 5787 5999

E-mail
 labo@regionsjælland.dk

Contact person
 Lars Bosendal

The partner will have ENPI budget: no yes

Can the PP recover the VAT by whatever means: no yes

Financial resources:

ERDF partner budget		150,000.00 €
ERDF co-financing	75.0%	112,500.00 €
ERDF partner's contribution		37,500.00 €
Partner's financial contribution		37,500.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		150,000.00 €

Organisation's role in the project

A core partner interested in an effective follow-up of strategic outcomes achieved by South Baltic area projects in the BSR Interreg IIIB programme. Especially involved in the strategic WP3 process concerning regional growth implications of trade flows in the south-western part of the Baltic Sea, including connections between Denmark and Germany.

The Region will take an active part in WP4 debates with regard to bottlenecks in the relation between seaports and the land-based infrastructure as well as environmental issues in transport operations. The Region is also eager to apply effects of WP4 and WP5 work for improved transport and regional development policy measures.

Contributor both in cash and in staff resources (about 40% and 60% respectively, in terms of own co-financing, including work of 1-2 persons).

The maximum number of characters in this input field is 1000

Partner 7

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office)
 (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		100,365.00 €
ERDF co-financing	85.0%	85,310.25 €
ERDF partner's contribution		15,054.75 €
Partner's financial contribution		15,054.75 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		100,365.00 €

Organisation's role in the project

A core partner interested in regional growth implications of the transport development trends in the BSR. The regional authority is particularly interested in:

- strengthening of rail connections in the South Baltic area through impact assessment of the E-W railway link across northern Poland on the regional development
- revision process of the TEN-T network and incorporation of East-West links crossing the territory of the region
- regional impact assessment of the port operations.

Together with two other coastal Polish regions the partner will furnish a dialogue with the national transport ministry and national/regional business organisations on some horizontal measures to enhance a gateway function of the BSR, and especially on rail access to the regional ports.

Contributor both in cash and in staff resources (about 50% each in terms of own co-financing, including work of 1-2 persons).

The maximum number of characters in this input field is 1000

Partner 8

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office)
 (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

Norwegian partner budget		60,000.00 €
Norwegian co-financing	50.0%	30,000.00 €
Norwegian partner's contribution		30,000.00 €
Partner's financial contribution		30,000.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		60,000.00 €

Organisation's role in the project

A core partner with long experience in transnational cooperation, mainly from the North Sea Region. Access provider to the work of the CPMR North Sea Commission (holds the transport working group secretariat) and liaisons to relevant North Sea projects as the westernmost partner region in the project.

The County will assume an active role in WP3 by building on experiences from related activities in the InterBaltic project, and by bringing to this strategic process a comparative experience from the relevant North Sea solutions. The County will also be involved in the port system development and harbour logistics discussion (task 4.1 and 5.4), taking into account cooperation interests of the port of Kristiansand, as well as in rail freight-related discussions and demonstrations (task 5.5).

Contributor both in cash and in staff resources (about 50% each in terms of own co-financing, including work of 1 person).

The maximum number of characters in this input field is 1000

Partner 9

Title of the institution in original language
 Västra Götalandsregionen

Title of the institution in official English translation
 Västra Götaland Region

Type of Organisation
 Regional public authority

Address
 Box 1091

Postal code
 40523

Town
 Gothenburg

Country
 SE

Region (NUTS1)
 Södra Sverige

Region (NUTS2)
 Västsverige

Region (NUTS3)
 Västra Götalands län

Website
 www.vgregion.se

Phone (office)
 46 70 320 63 58 (mobile)

Fax
 46 31 63 09 70

E-mail
 rolf.thor@vgregion.se

Contact person
 Rolf Thor

The partner will have ENPI budget: no yes

Can the PP recover the VAT by whatever means: no yes

Financial resources:

ERDF partner budget		225,000.00 €
ERDF co-financing	75.0%	168,750.00 €
ERDF partner's contribution		56,250.00 €
Partner's financial contribution		56,250.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		225,000.00 €

Organisation's role in the project

A core partner delivering input to strategic work in WP3 through knowledge and engagement in transport development policies and processes in the western part of the BSR and in the North Sea area. Liaison provider with the partnerships developed in the relevant projects in the North Sea Programme.

The Region is also interested in contributing to the horizontal measures in WP4, with particular focus on the MoS policies, port-hinterland connections and regional impact analyses of port operations - based, inter alia, on own studies. In the scope of WP5 the Region will become a reference partner for project-made dry port solutions, following the experience and own investigations by the Port of Gothenburg.

Contributor both in cash (about 70% of the own co-financing) and in staff resources (1-2 persons).

The maximum number of characters in this input field is 1000

Partner 10

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office)
 (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		200,000.00 €
ERDF co-financing	75.0%	150,000.00 €
ERDF partner's contribution		50,000.00 €
Partner's financial contribution		50,000.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		200,000.00 €

Organisation's role in the project

A core partner delivering input to strategic work in WP3 through knowledge and engagement in transport development policies and processes in the mid-Baltic area. Envisaged active member of the WP3 analyses, hearings and investigations in the mid-Baltic area. Liaison provider with the partnerships developed in the Baltic Palette projects and other transport, regional and territorial development initiatives.

The County Council is particularly interested in the analytical dimension of the project investigations (e.g. concerning trade patterns, potentials of economic integration and development, business structure in transportation etc.) and developing sustainable transport structures and strategies that are of high relevance for investment planning in the area of Stockholm and central east Sweden.

Contributor both in cash (about 60% of the own co-financing) and in staff resources (2-3 persons).

The maximum number of characters in this input field is 1000

Partner 11

Title of the institution in original language
Instytut Logistyki i Magazynowania

Title of the institution in official English translation
The Institute of Logistics and Warehousing

Type of Organisation
Academic/scientific organisation

Address
ul. Estkowskiego 6

Postal code
61-755

Town
Poznan

Country
PL

Region (NUTS1)
REGION POLNOCNO-ZACHODNI

Region (NUTS2)
Wielkopolskie

Region (NUTS3)
Miasto Poznan

Website
www.ilim.poznan.pl

Phone (office)
48 61 850 48 79 (mobile)

Fax
48 61 852 63 76

E-mail
leszek.andrzejewski@ilim.poznan.pl

Contact person
Leszek Andrzejewski

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		520,000.00 €
ERDF co-financing	85.0%	442,000.00 €
ERDF partner's contribution		78,000.00 €
Partner's financial contribution		78,000.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		520,000.00 €

Organisation's role in the project

A backing partner with a long record in the transnational cooperation in the BSR. Leader of task 5.3 to carry out a follow-up to the InterBaltic work related with a tool for multimodal route planning for business users (now in demonstration and deployment stage). On account of its research and education profile interested also in human capacity development in transport operations (WP4) as well as in rail freight increase demonstration action (WP5).

The Institute will be involved in the WP3 strategic process by generalising the feasibility of using multimodal route planning tools by small business users in their business operations. Also, the Institute will provide own competence to this process in the area of intelligent intermodal transport, transport co-modality and flow analysis based on both Interreg and Research Framework Programmes.

Contributor in staff resources (4-5 persons, 54 person-months).

The maximum number of characters in this input field is 1000

Partner 12

Title of the institution in original language
 Instytut Morski w Gdańsku

Title of the institution in official English translation
 Maritime Institute in Gdansk

Type of Organisation
 Academic/scientific organisation

Address
 Długi Targ 41/42

Postal code
 80-830

Town
 Gdansk

Country
 PL

Region (NUTS1)
 REGION POLNOCNY

Region (NUTS2)
 Pomorskie

Region (NUTS3)
 Trojmiejski

Website
 www.im.gda.pl

Phone (office)
 48 58 301 16 41 (mobile)

Fax
 48 58 301 35 13

E-mail
 ulak@im.gda.pl ; urszula.kowalczyk@im.gda.pl

Contact person
 Urszula Kowalczyk

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		190,000.00 €
ERDF co-financing	85.0%	161,500.00 €
ERDF partner's contribution		28,500.00 €
Partner's financial contribution		28,500.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		190,000.00 €

Organisation's role in the project

A backing partner involved in a number of Interreg IIIB and BSR Programme projects. On account of extensive research and development work for several transport corridors and logistics chains, the Institute will be responsible for leading task 4.3. In that respect the Institute will arrange a meeting place for other corridor projects and transport actors as well as provide own expertise on BSR blueprint solutions for transport sustainability and green corridors.

The Institute will also provide an input to the strategic process in WP3 by generalising conclusions from task 4.3 and by own competence in analysing transport flows and maritime-related issues in Poland and the whole BSR. Together with the three Polish coastal regions the Institute will render access to the Polish national transport ministry and regional business communities for a dialogue on project findings and results.

Contributor in staff resources (3-4 persons).

The maximum number of characters in this input field is 1000

Partner 13

Title of the institution in original language
 Zachodniopomorska Szkoła Biznesu

Title of the institution in official English translation
 West Pomeranian Business School

Type of Organisation
 Academic/scientific organisation

Address
 ul. Zolnierska 53

Postal code
 71-210

Town
 Szczecin

Country
 PL

Region (NUTS1)
 REGION POLNOCNO-ZACHODNI

Region (NUTS2)
 Zachodniopomorskie

Region (NUTS3)
 Miasto Szczecin

Website
 www.business-edu.eu

Phone (office)
 48 91 814 94 84 (mobile)

Fax
 48 91 814 94 54

E-mail
 jrozwadowski@zpsb.szczecin.pl

Contact person
 Jerzy Rozwadowski

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		90,000.00 €
ERDF co-financing	85.0%	76,500.00 €
ERDF partner's contribution		13,500.00 €
Partner's financial contribution		13,500.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		90,000.00 €

Organisation's role in the project

A backing partner interested in a research work on BSR-wide transport incompatibilities and role of inland navigation in the transport system in the area. Knowledge-provider especially in WP4 and WP5 activities. Through the established connections with the business community in NW Poland, the Business School will be particularly involved in debates on horizontal measures in BSR transport development to present research and business-related viewpoints as well as in these demonstration actions, which will target North-South and East-West corridors crossing the territory of Zachodniopomorskie Region.

Contributor in staff resources (2-3 persons).

The maximum number of characters in this input field is 1000

Partner 14

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office) (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 15

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office)
 (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		357,668.00 €
ERDF co-financing	75.0%	268,251.00 €
ERDF partner's contribution		89,417.00 €
Partner's financial contribution		89,417.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		357,668.00 €

Organisation's role in the project

A backing partner providing expertise in transport and logistics technology and leading task 5.2 on empty freight reduction facilities based on an innovative transport technology (Leanbox). Through planned pilot cases in min. 2 ports and possibly a hinterland site, it will evaluate the utility of this technological solution for the BSR conditions and insert conclusions to task 3.4 (Regional action plan). Through the pilot work and deployment discussion with commercial operators, the partner will also cater for a durable installation of a first Leanbox container route in the BSR.

Furthermore, the University will deliver competence based on earlier international cooperation to the horizontal measures on: development challenges for Baltic ports (task 4.1), and transport sustainability and green corridors (task 4.3).

Contributor in staff resources (2-3 persons).

The maximum number of characters in this input field is 1000

Partner 16

Title of the institution in original language
 Öresund Logistics /Öresund University

Title of the institution in official English translation
 Öresund Logistics /Öresund University

Type of Organisation
 Other public equivalent body

Address
 Öresundshuset, Box 117

Postal code
 221 00

Town
 Lund

Country
 SE

Region (NUTS1)
 Södra Sverige

Region (NUTS2)
 Sydsverige

Region (NUTS3)
 Skåne län

Website
 www.orelog.org

Phone (office)
 46 40 30 56 89 (mobile)

Fax
 46 40 10 33 50

E-mail
 patrik.ryden@orelog.org

Contact person
 Patrik Rydén

The partner will have ENPI budget: no yes

Can the PP recover the VAT by whatever means: no yes

Financial resources:

ERDF partner budget		100,000.00 €
ERDF co-financing	75.0%	75,000.00 €
ERDF partner's contribution		25,000.00 €
Partner's financial contribution		25,000.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		100,000.00 €

Organisation's role in the project

A backing partner providing a triple-helix competence from the Öresund area to the strategic process in WP3 and horizontal aspects of transport development (WP4). Special attention in that respect will be paid to developing a gateway function in transit trade flows, effectiveness and environmental sustainability of logistic and transport processes in the BSR, and new technologies in freight transport.

Öresund Logistics will render a dialogue access to its network, which includes approximately 1,200 representatives of infrastructure owners, logistics providers, manufacturing companies, local, regional and central governments, consultants, and universities from the Öresund area in both WP2 (Stakeholders Cooperation Forum), WP3 and WP4. On account of the practical dimension of its own work, Öresund Logistics will also serve as a reference and reviewing partner for business concepts deployed in WP5.

Contributor in staff resources (1-2 persons).

The maximum number of characters in this input field is 1000

Partner 17

Title of the institution in original language
 maritimes kompetenzzentrum e.V.

Title of the institution in official English translation
 Maritimes Competence Centre

Type of Organisation
 Other public equivalent body

Address
 Hafen Hamburg e.V., Köhlbranddeich 30

Postal code
 20 457

Town
 Hamburg

Country
 DE

Region (NUTS1)
 HAMBURG

Region (NUTS2)
 Hamburg

Region (NUTS3)
 Hamburg

Website
 www.fzh.de

Phone (office)
 49 40 75 60 820 (mobile)

Fax
 49 40 75 60 82 20

E-mail
 h.scharringhausen@ma-co.de

Contact person
 Henning Scharringhausen

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		381,472.00 €
ERDF co-financing	75.0%	286,104.00 €
ERDF partner's contribution		95,368.00 €
Partner's financial contribution		95,368.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		381,472.00 €

Organisation's role in the project

A backing partner competent in building and maintaining a competence management system (CMS) in harbour logistics. Based on experience in running training modules for port and port-related management and working staff in the Hamburg area, the Centre will be responsible for testing and adjusting the system to selected port sites around the BSR and for concept evaluation for the whole BSR (as the task 5.4 leader). One of the test sites will be designated in Estonia, in cooperation with Partner 21 (Estonian Maritime Academy). Further sites are sought in Poland and other new Member States.

The Centre will also be in charge of task 4.3 with regard to human capacity building in transport operations - a horizontal problem across the BSR, perceived in a suiting of training in co-modality and general training in logistics and transport flow management to employers needs.

Contributor both in cash and in staff resources (about 50% each in terms of own co-financing, incl. work of 1-2 persons).

The maximum number of characters in this input field is 1000

Partner 18

Title of the institution in original language
 Vilniaus Gedimino technikos universitetas

Title of the institution in official English translation
 Vilnius Gediminas Technical University

Type of Organisation
 Academic/scientific organisation

Address
 Sauletekio al 11

Postal code
 10 105

Town
 Vinius

Country
 LT

Region (NUTS1)
 LIETUVA

Region (NUTS2)
 Lietuva

Region (NUTS3)
 Vilniaus apskritis

Website
 www.ccitl.vgtu.lt

Phone (office)
 370 527 450 75 (mobile)

Fax
 370 523 705 55

E-mail
 Algirdas.Sakalys@ti.vgtu.lt

Contact person
 Algirdas Sakalys

The partner will have ENPI budget: no

Can the PP recover the VAT by whatever means: no

Financial resources:

ERDF partner budget		30,000.00 €
ERDF co-financing	85.0%	25,500.00 €
ERDF partner's contribution		4,500.00 €
Partner's financial contribution		4,500.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		30,000.00 €

Organisation's role in the project

A backing partner experienced in several transport corridor projects in the BSR. Interested predominantly in the WP3 strategic process and providing competence with regard to transit flows crossing the Lithuanian territory. The heading member and project representative of the Lithuanian Technology Platform of Intermodal Transport, established as joint action of main transport business, research and governmental institutions, incl. Lithuanian National Carriers Association, Lithuanian National Forwarders Association, Lithuanian Railways, association of Lithuanian stevedoring companies, Ministry of Transport and Communication, the municipalities as well as the Lithuanian public universities.

Through the Platform, the VGTU will enable dialogue with Lithuanian cargo owners, operators and decision-makers on the project-induced strategic actions in the BSR.

Contributor in staff resources (1-2 persons).

The maximum number of characters in this input field is 1000

Partner 19

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office) (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		255,000.00 €
ERDF co-financing	75.0%	191,250.00 €
ERDF partner's contribution		63,750.00 €
Partner's financial contribution		63,750.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		255,000.00 €

Organisation's role in the project

A backing partner interested in implementing specific demonstration actions in WP5 on:

- creating innovative solutions for managing container flow traffic between the port area and the hinterland to enable faster container handling
- implementation of the dry port concept based on the work animated by LAKES and experiences of the Port of Gothenburg.

The port authority will be responsible, under the supervision of the 5.1 task leader, for evaluating the applicability of developed port-related flow control solutions at the BSR level and for inserting the conclusions to task 3.4 (Regional action plan).

Contributor both in cash and in staff resources (about 50% each in terms of own co-financing).

The maximum number of characters in this input field is 1000

Partner 20

Title of the institution in original language
 Samorząd Województwa Warmińsko – Mazurskiego

Title of the institution in official English translation
 Self-government of the Warmińsko-Mazurskie Voivodeship

Type of Organisation
 Regional public authority

Address
 Ul. E. Plater 1

Postal code
 10 582

Town
 Olsztyn

Country
 PL

Region (NUTS1)
 REGION POLNOCNY

Region (NUTS2)
 Warminsko-Mazurskie

Region (NUTS3)
 Olsztynski

Website
 wrota.warmia.mazury.pl

Phone (office)
 48 89 521 93 00 (mobile)

Fax
 48 89 521 93 09

E-mail
 lidia.wojtowicz@warmia.mazury.pl

Contact person
 Lidia Wójtowicz

The partner will have ENPI budget: no

Can the PP recover the VAT by whatever means: no

Financial resources:

ERDF partner budget		110,593.00 €
ERDF co-financing	85.0%	94,004.05 €
ERDF partner's contribution		16,588.95 €
Partner's financial contribution		16,588.95 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		110,593.00 €

Organisation's role in the project

A core partner interested in regional growth implications of the transport development trends in the BSR. The regional authority is particularly keen on:

- strengthening of rail connections in the South Baltic area through impact assessment of the E-W railway link across northern Poland on the regional development
- revision process of the TEN-T network and incorporation of East-West links crossing the territory of the region
- feasibility of the dry port concept in the territory of Warmia and Mazury region based on the pilot activities animated by LAKES and Port of Hamburg

Together with two other coastal Polish regions the partner will furnish a dialogue with the national transport ministry and national/regional business organisations on horizontal measures to enhance a gateway function of the BSR, and especially on hinterland connections to smaller ports in the South Baltic area.

Contributor both in cash (about 85% of the own co-financing) and in staff resources (1-2 pers).

The maximum number of characters in this input field is 1000

Partner 21

Title of the institution in original language
Eesti Mereakadeemia

Title of the institution in official English translation
Estonian Maritime Academy

Type of Organisation
Academic/scientific organisation

Address
Mustakivi 25

Postal code
13 912

Town
Tallinn

Country
EE

Region (NUTS1)
EESTI

Region (NUTS2)
Eesti

Region (NUTS3)
Põhja-Eesti

Website
www.emara.ee

Phone (office)
372 6135546 (mobile)

Fax
372 6342099

E-mail
tonis.hunt@emara.ee

Contact person
Tõnis Hunt

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		60,000.00 €
ERDF co-financing	85.0%	51,000.00 €
ERDF partner's contribution		9,000.00 €
Partner's financial contribution		9,000.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		60,000.00 €

Organisation's role in the project

A backing partner involved in the implementation of task 5.4. The Academy is interested in transferring the Hamburg port experience with a competence management system in order to improve qualification skills of the working staff in Estonian ports.

Furthermore, the Academy will provide competence to the project on transit flows to/from the BSR crossing the territory of Estonia.

Contributor in staff resources (1-2 persons).

The maximum number of characters in this input field is 1000

Partner 22

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office)
 (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		85,000.00 €
ERDF co-financing	85.0%	72,250.00 €
ERDF partner's contribution		12,750.00 €
Partner's financial contribution		12,750.00 €
Value of partner's unpaid voluntary work		0.00 €
		0.00 €
Total project partner budget		85,000.00 €

Organisation's role in the project

A backing partner providing knowledge on transport development policies and trends in Latvia in connection to Asian traffic flows and willing to take part in the mid-Baltic strategic work in WP3.

This non-governmental organisation will deliver competence in debates on horizontal measures (WP4) and business concepts in WP5 through:

- organising communication with the network members, including: Transport and Telecommunication Institute, Latvian Maritime Academy, Riga Technical University (Railway Institute, Automobile Department, etc.), Latvian Agriculture University (Transport Department) and transport enterprises representatives (Latvian Air Navigation Service, Latvian Railway State Company, Riga Commercial Sea Port, Ventspils Commercial Sea Port and others)
- rendering own experience in Latvian research and educational programmes in transport area.

Contributor in staff resources (3-4 persons).

The maximum number of characters in this input field is 1000

Partner 23

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office) (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 24

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office) (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 25

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office) (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 26

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office) (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 27

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office) (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 28

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

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Financial resources:

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ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 29

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

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Financial resources:

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ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 30

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

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Financial resources:

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ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 31

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

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ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 32

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

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Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 33

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

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Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 34

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

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Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 35

Title of the institution in original language

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Type of Organisation

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Financial resources:

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ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 36

Title of the institution in original language

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Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
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Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 37

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Total project partner budget		0.00 €

Organisation's role in the project

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Partner 38

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Total project partner budget		0.00 €

Organisation's role in the project

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Value of partner's unpaid voluntary work		
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Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 40

Title of the institution in original language

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Value of partner's unpaid voluntary work		
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Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 41

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Value of partner's unpaid voluntary work		
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Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 42

Title of the institution in original language

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Type of Organisation

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Value of partner's unpaid voluntary work		
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Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 43

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Value of partner's unpaid voluntary work		
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Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 44

Title of the institution in original language

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Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 45

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

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Financial resources:

ERDF partner budget		
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ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 46

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

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Contact person

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Financial resources:

ERDF partner budget		
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ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 47

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

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Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 48

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

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Region (NUTS1)

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Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 49

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

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Fax

E-mail

Contact person

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Financial resources:

ERDF partner budget		
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ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000

Partner 50

Title of the institution in original language

Title of the institution in official English translation

Type of Organisation

Address

Postal code

Town

Country

Region (NUTS1)

Region (NUTS2)

Region (NUTS3)

Website

Phone (office) (mobile)

Fax

E-mail

Contact person

The partner will have ENPI budget:

Can the PP recover the VAT by whatever means:

Financial resources:

ERDF partner budget		
ERDF co-financing	50.0%	0.00 €
ERDF partner's contribution		0.00 €
Partner's financial contribution		0.00 €
Value of partner's unpaid voluntary work		
		0.00 €
Total project partner budget		0.00 €

Organisation's role in the project

The maximum number of characters in this input field is 1000. (0/1000)

3. Project strategy

3.1 Origin of the project

3.1.1 Is the project a follow up of any of the projects financed under any of the EU financed programmes?

yes

Baltic Sea Region INTERREG III B NP and/or its IIIA Priorities

3.1.2 Predecessing project name/acronym

InterBaltic (piloted by the CPMR BSC) - complemented by other pan-Baltic initiatives (BSSSC, BDF, BPO, UBC, BCCA)

3.1.5 Project background

TransBaltic has the departure point in achievements and outcomes of already completed transnational transport-related projects in the BSR. It is built on the outcomes of InterBaltic and parallel initiatives run by such pan-Baltic organisations as Baltic Sea States Subregional Cooperation (BSSSC), Baltic Development Forum (BDF), Baltic Ports Organisation (BPO), Union of the Baltic Cities (UBC) and Baltic Sea Chamber of Commerce Association (BCCA), which aimed at addressing imbalances and incompatibilities of transport networks and solutions across the BSR.

TransBaltic will consolidate visions, masterplans and planning concepts delivered by these initiatives into one systemic framework from the perspective of sustainable regional development and a functional gateway needs (ref. the rationale for task 3.3). It will also make a follow-up stage to these initiatives by means of concrete business concepts (pilots).

TransBaltic directly responds to the EU transport and cohesion policies,

EU Baltic Sea Strategy (improving transport links) and intends to provide a BSR regional development dimension to the recently proposed COM actions (e.g. EU green paper on TEN-T revision, EU freight transport agenda, integrated approaches to development postulated by the Fourth Cohesion Report).

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3.2 Specific problem to be addressed

TransBaltic addresses two issues of common concern for the BSR, namely: inward oriented transport solutions in individual Baltic Sea countries and fast growing freight volumes mainly in the road transport. As diagnosed in the BSR Programme, inefficient transnational components make the transport networks and logistic patterns of the countries not compatible and not building a consistent transport system in the area. It should be noted that such transport deficiencies are regarded by several enterprises and transport operators as one of the most prominent barriers to economic prosperity and growth in the BSR.

While the national authorities, motivated by the EU Baltic Sea Strategy, intend to take actions to harmonise the infrastructure planning within the BSR (e.g. by the Baltic Transport Outlook), the regional level stakeholders see a need to provide a sustainable regional growth perspective of the harmonisation efforts.

Further, in light of increasing transport flows

across the BSR it is urgent to propose regional level incentives how to turn the opportunity of enhancing the BSR gateway function in serving these flows (see the Programme SWOT) into the strength. Among them shall be practical solutions, which on one hand contribute to a better transport co-modality, with more integrated road, rail and sea infrastructures, but on the other- to stimulate sustainable regional development.

Rationale for thematic tasks (WP3, 4 and 5) is given in the workplan (AF chapter 3.10).

Such a challenge requires close cooperation and good dialogue of the involved regional authorities and research and education institutions with national transport authorities and the business community. In that respect also actions of pan-Baltic organisations need to be structured into one framework (see AF chapters 2.1, 2.2 and WP description).

The maximum number of characters in this input field is 1300

3.3 Objective(s) of the project

The overall project objective is to provide regional level incentives for integration of transport patterns and networks in the BSR, as stipulated by the EU Strategy for the Baltic Sea region, by means of joint transport development measures and jointly implemented business concepts.

To achieve this, TransBaltic addresses the key challenge for the BSR accessibility - that is to accelerate development of a comprehensive multimodal transport system across the area - in a twofold context.

The first context relates to the internal accessibility of the BSR. The project intends to complement pan-Baltic harmonisation actions launched by the national authorities through such transport development measures and implemented business concepts, which stem from the regional level and stimulate the sustainable regional growth as well as transport intermodality and interoperability.

In that respect the project aspires to joint forces with individual transport corridor projects in the BSR and act as an umbrella by providing inspiration for their investigations and generalising their specific findings towards universal transport development solutions at the BSR level (BSR blueprints).

The second context is associated with the external accessibility of the BSR. The project aims to develop regional preparedness measures for the increasing intercontinental transport flows across the BSR and well as the flows between the BSR and the European mainland, and therefore to meet an opportunity to enhance the gateway function of the region.

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3.4 Expected results of the project

3.4.1. Common result(s) and output indicators

3.4.1.1. Identification of common result(s) and output indicators

Common result		Output Indicators
Increased political recognition	✓	Number of politicians directly involved in project activities
		Number of open public events with politicians participation
		Number of political statements to be endorsed, resulting from project activities and signed within the project lifetime
Increased sustainability of transnational co-operative structures	✓	Number of established transnational co-operative structures based on official agreements (networks, platforms, fora, councils etc)
Unlocking investments		Amount (EUR) of investments realised with Programme's funding within the project lifetime
		Amount (EUR) of investments realised with other than Programme's funding within the project lifetime

3.4.1.2. Specification of output indicators for selected common results

TransBaltic will create a meeting place for project partnership politicians from local/regional/national levels to debate upon transport challenges, priorities and project-driven solutions (WP2 and WP4). Through three events(start-mid-final) in task 2.2 the politicians will be requested to: voice out expectations, verify interim results and approve outcomes and recommendations for follow-up actions. Debates with political involvement will also be held in WP4. Another contribution to the meeting place will be given by the Stakeholders Cooperation Forum as a free-will representation of high-level political and business actors from the BSR. Positioning of the Forum vis-a-vis the Northern Dimension Transport and Logistics Partnership and the TEN-T Northern Axis Steering Committee will be decided in the course of the project.

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3.4.2 Priority Specific Results

Acronym: TransBaltic Index: - Version: 19/08/2009

Priority 2 Specific Results		Code	Result Specification
Accelerated increase of capacity and/or interoperability of different transport and ICT networks	✓	2.1	prepared solutions improving infrastructural capacity in intermodal (road, rail and maritime) freight operations in the BSR (WP5) proposed complementary TEN-T and interregional network investments from the perspective of sustainable regional development - improving interoperability of transport networks around the Baltic Sea at present and in the 2030 perspective (WP3)
Speeded up integration of areas with low accessibility	✓	2.2	increased opportunities for implementation of investments of transnational relevance, which are representable for lower accessibility areas in the BSR (WP3)
Influenced policies, strategies and regulations in the field of transport and ICT	✓	2.3	raised awareness on transport planning incompatibilities between the BSR countries from the regional growth perspective, followed by prepared harmonisation proposals (WP4) elaborated BSR policy response from the regional level to the new EU transport policy initiatives (e.g. revision of the TEN-T Guidelines, concept of green corridors, EU Freight Agenda, Northern Axis, Northern Dimension Transport and Logistics Partnership) (WP2, WP3)
Increased role of sustainable transport	✓	2.4	prepared solutions alleviating the road transport saturation in port city areas and increasing the share of rail and maritime transport in the modality structure of cargo flows in the BSR (WP5)

3.4.3 Additional results

Additional Results
raised awareness at the pan-Baltic level on transport-related solutions developed by the completed and ongoing transnational projects in the Baltic Sea Region (WP3)
developed BSR solutions (blueprints) based on specific deliverables of individual transport corridor projects and own investigation (WP4 and WP5)
increased uptake of human capacity building solutions in harbour logistics (WP5)

Acronym: Tran

3.5 Main outputs of the project

Category	Specification	Corresponding result code	Workpackage	Partner	Total number per category
Guidelines and manuals	guidelines on BSR transport development blueprints (based on conclusions from own investigation (WP5) and debates with relevant stakeholders and BSR corridor projects in task 4.1, 4.2 and 4.3); recipient: COM and national/ regional authorities responsible for transport and regional development	2.1	4	1, 12, 17 + Baltic Ports Organisation (outsourced)	4
	guidelines on mitigating transport planning incompatibilities between the BSR countries as seen from the sustainable regional growth perspective; recipient: national transport planning authorities; regional authorities	2.3	4	1, 12, 17 + Baltic Ports Organisation (outsourced)	
	'Empty Freight Reduction Manual' for selected road/rail-maritime container routes and destinations; recipient: BSR port and terminal administrations, shipping lines, hinterland transport operators	2.4	5	15	
	Procedure Handbook of Freight Reduction Implementation to reduce space requirements and road/rail haulage cost in container traffic; recipient: BSR port and terminal administrations, shipping lines, hinterland transport operators	2.4	5	15	
Preparatory documents for specific investments	feasibility studies and implementation plans for dry port investments in selected hinterland sites and for port-bound road traffic control measures; recipient: port and terminal administrations, shipping lines, hinterland transport operators; national, regional and local authorities	2.4	5	3, 19	4
	feasibility investigation of the dry port concept in Warmia and Mazury region; recipient: regional and local authorities	2.4	5	20	

tsBaltic Index: -- Version: 19/08/2009 Acronym: TransBaltic Index: -- Version: 19/08/2009

Thematic expertises (including economic analysis)	pre-feasibility study on enhancement of rail transport flows from the Nordic Triangle to Germany/Poland and Finland/Baltic States/Russia; recipient: national and regional authorities in relevant corridors, rail freight operators, cargo owners	2.1	5	4	5
	BSR transport development inventory - assessment report of transport development concepts, strategies and ongoing projects addressing pan-Baltic and trans-border flows, incl. BSR implications of European level policies and strategies; recipient: TransBaltic and parallel transport corridor projects	additional	3	2	
	impact assessment of the E-W railway connection across the northern Poland on the sustainable regional development of the three coastal regions; recipient: regional authorities in the analysed area + other regions interested in the replication of the study on their territory	2.2	3	7, 14, 20	
	port-region impact analysis - test case of Pomorskie Region; recipient: local/ regional/ national authorities, port administrations, pan-Baltic organisations and other corridor projects interested in the port-region economic development relations	2.1	4	7, BPO	
	evaluation report of innovative telematics in managing road container haulage within the city limits - test case Hamburg port area; recipient: administration of selected ports and terminals; cargo owners and operators, regional and local authorities	2.4	5	19	
Business plans	business concept for a first LeanBox container route in the BSR; recipient: administration of selected ports and terminals; cargo owners and operators	2.4	5	15	4
	business plans to expand analysed dry ports towards full scale production use; recipient: administration of selected ports and terminals; cargo owners and operators	2.4	5	3	

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	business concept for deployment of rail shipments from the Nordic Triangle to Germany/Poland and Finland/Baltic States/Russia; recipient: rail freight operators, cargo owners; national and regional authorities in relevant corridors	2.1	5	4	
Management plans					
ICT-based supporting tools	databases and deployment plan of the ICT toolbox (a web-based tool to help business users, especially SMEs, plan optimum intermodal door-to-door solutions for the transport of cargo); recipient: SMEs active in transport and logistics, cargo owners and operators; port and terminal administration	2.1	5	11	3

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	Territorial development concepts covering at least 3 countries	vision and optimum path to reach the BSR integrated transport system from the regional level perspective; developed through a participatory process with relevant stakeholders (foresight); recipient: regional and national policy-makers in transport and regional development from the BSR countries	2.1	3	2	1

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Transnational action programmes or plans	action plan containing regional level measures to enhance the BSR gateway function and to improve intermodality and interoperability of the transport networks; recipient: ECOM, regional and national policy-makers in transport and regional development from the BSR countries	2.1	3	2	1
Branding and marketing concepts and strategies for BSR products					

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BSR tourism products					
Educational products (e.g. training programmes or methods, curricula, etc.)	training methodology for a competence management system in selected hubs for better qualification of the working force; recipient: administration of ports and terminals of the BSR countries; regional authorities	additional	5	17	1

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Others	position paper on the impact of the revised EU transport policy on the sustainable regional development in the BSR; recipient: ECOM, national and regional authorities in the BSR and other macroregions	2.3	2	Project Manag. Group + secretaria t	04-Jan
	position papers on specific BSR solutions to the EU transport policy as seen from the regional level perspective; recipient: ECOM, national and regional authorities in the BSR and other macroregions	2.3	2	Project Manag. Group + secretaria t	
	report with visualisation of present flows and traffic forecasts in selected TEN-T and interregional transport corridors of the BSR in 2020 and 2030; recipient: TransBaltic and corridor projects, regional and national authorities resp. for transport and regional development	2.1	3	2	
	report on adaptability of computer models on future traffic flows used by DG TREN - for the sustainable regional growth of specific macroregions	2.3	3	2	

3.6 Strategic potential

Do you see that the project has potential to be a 'strategic project' in the BSR Programme 2007-2013?

3.7 Horizontal issues**3.7.1 Transnational approach**

joint development	<input type="text" value="yes"/>
joint implementation	<input type="text" value="yes"/>
joint staffing	<input type="text" value="yes"/>
joint financing	<input type="text" value="yes"/>

3.7.2 Application of integrated territorial approach

TransBaltic features actions across the space denoted by the Latin prefix 'trans', and therefore draws special attention to territorial development conditions, trends and implications of the transport-related actions envisaged in the work plan. The project takes into account territorial accessibility problems and challenges of various geographical parts of the BSR and provides mitigation solutions. In both the strategic (WP3) and business-related (WP4 and WP5) components of the project the relevant economic, social and environmental aspects of the transport development tendencies will be respected, set against one another and projected in the territorial dimension.

Both in the project partnership and in the course of implementation TransBaltic will absorb expertise from various thematic sectors and administrative levels. This cross-sectoral perspective implies involving not only the public administration but also other relevant stakeholders

(e.g. businesses, transport operators, environmental experts) serving as respondents, inquiry takers, external experts and target audience of activities in both the communication WP (WP2) and thematic WPs (WP3-5).

The maximum number of characters in this input field is 1300. (field 1: 957/1000 field 2: 214/300)

3.7.3 Impact on environment

TransBaltic has ambition to contribute to a better efficiency and better use of the available transport capacity (co-modality), and thereby to reduce the energy consumption. By developing concrete business solutions to shift the long-haul cargo from road to rail and sea, to improve the multimodal routing of cargo from the origin to the destination site, to reduce the rate of empty freight containers or to better manage the port-related road traffic, the project targets the reduction of greenhouse emissions and traffic externalities. Another example is the tested concept of dry ports, which can help redistribute flows from over-saturated areas.

Environmental concerns will also be taken into account in debating on WP4 horizontal measures in curbing the transport flows in the BSR (e.g. on freight sustainability and green corridors in the BSR) as well as upon making the regional action plan in WP3 from the sustainable regional development perspective.

The maximum number of characters in this input field is 1000. (964/1000)

3.7.4 Promotion of equal opportunities

Where relevant, the perspective of equal opportunities will be taken into account for the thematic work (especially in the fields of business concepts and transport solutions). Due efforts will be made to secure involvement of both men and women in the composition of the project management structures, daily work and in the dialogue fora with relevant stakeholders across the BSR.

The maximum number of characters in this input field is 1000. (382/1000)

3.8 Durability and transferability of project results

3.8.1 Durability of project results

The project intends to contribute to the implementation of the EU Baltic Sea Strategy by providing a sustainable regional development perspective to the transport implementation plans. The durability of project results will be ensured by direct participation of the regional authorities responsible for socio-economic development of their territories. These authorities are expected to follow up on measures and investments contributing to better connectivity, interoperability and intermodality of the transport networks in the context of increasing flows across the BSR, to be laid down from the sustainable regional development perspective in the regional action plan (WP3).

The project intends also to win acknowledgement for the results from the national authorities and the business community. The expressed interest in the project implementation by the associated partners representing the national level and business organisations

+ further intended efforts (described in the AF workplan) could serve as a good evidence.

The tested and evaluated business concepts in WP5 will be forwarded for replication and full deployment in the business community around the BSR through relevant associated partners.

The maximum number of characters in this input field is 1300. (field 1: 941/1000 field 2: 275/300)

3.8.2 Durability through investments

Some of the business concepts in WP5 (e.g. dry port studies and plans) will be carried out to reach such a preparation stage that they may likely catalyse investments in analysed sites by interested public and private stakeholders (see business plans in the AF chapter on project outcomes).

Further large-scale investments will be explicitly given ground in the regional action plan (task 3.4) and through a dialogue with the involved national transport ministries, private companies and financing institutions (gathered in the Stakeholders Cooperation Forum, task 2.4) an optimum selection of financing instruments will be proposed.

The maximum number of characters in this input field is 1300. (field 1: 637/1000 field 2: 0/300)

3.8.3 Extension stage

TransBaltic plans an extension stage to launch a selected investment resulting from either the business concepts (WP5) or the regional action plan (WP3). In the latter case it is foreseen to test and verify public-public-private alliances (national authorities - regional authorities - transport operators - manufacturers) around the prioritised and transnationally relevant transport investments in the BSR. In that regard a combination of financial instruments, inclusive of the programme co-funding, a contribution of interested local/regional/national authorities, private financing and bank funds, will be pursued.

The maximum number of characters in this input field is 1000. (624/1000)

3.8.4 Transferability of project results

In the aspiration to become a strategic project and in an effort to cover the whole territory of the BSR TransBaltic gained support from several pan-Baltic and interregional networks and structures (e.g. BSSSC, BDF, BPO, UBC, BCCA, South Finland Regional Alliance, Baltic Sea Forum etc.). These organisations, associated to the project, will among all serve as comprehensive dissemination channels of the project results. Other transfer engines are: the European Commission (for the model on the joint transport strategic work for the transnational space or on the territorially adjusted EU policy recommendations) and national transport ministries (for blueprints resulting from jointly implemented and evaluated business concepts or for harmonisation proposals in transport planning methodologies and development plans).

Several project outputs in WP5 (see AF chapter 3.5) are deemed transferable. To match the profile of the project they will be presented in a generalised form,

following the testing stage in 2-3 locations (e.g. competence management system in harbour logistics or empty freight reduction facilities) and joint evaluation whether they may be in general applicable to the BSR conditions and specificity.

The maximum number of characters in this input field is 1300. (field 1: 982/1000 field 2: 242/300)

3.9 Possible constraints

Two major constraints for the project success relate to the willingness of the national transport ministries to carry on a theme-driven cooperation at the BSR level and engagement of the private sector in capitalisation of the project results. They may result in failure of the envisaged public-public-private alliances in realising the investments featured by the regional action plan (task 3.4).

To minimise this threat TransBaltic will launch an intensive communication and dialogue with relevant stakeholders already from the outset (WP2 and WP4, see 3.10.1), also reaching for members of business associations in the BSR (e.g. through BDF and BCCA or through the access given by some project partners, e.g. Öresund Logistics or LATDEA) in order to profile the project to the expectations of the national/private stakeholders.

The maximum number of characters in this input field is 1000. (835/1000)

3.10 Work Plan

3.10.1 Description of activities co-financed from the programme

WORKPACKAGE 0	
Name	Preparation activities
Partners	all partners
W O R K P A C K A G E 0	<ul style="list-style-type: none"> • setting up an internal project team at the LP organisation; • contracting of external experts to assist in the project preparatory process; • forming of the project preparatory group with representatives of interested organisations and institutions; • 2 project preparatory meetings (Oslo - 9 April 2008, Malmö - 24 February 2009), following 5 earlier meetings held in the first submission period; • intensive contacts with national transport ministries that have not yet signed letters of support - aimed to present the project ambitions and to obtain advice on how the project shall be profiled to assist the national transport authorities in the work and international cooperation; • presentation of the project at fora of the relevant pan-Baltic organisations and discussions on the scope of their support to the project; • project consultation meeting with the Programme JTS in Rostock (6 February 2009)
	<p>ACHIEVEMENTS:</p> <ul style="list-style-type: none"> • developed and agreed by the project preparatory group the content of the project (objectives, expected results, structure of workpackages, activity plan for workpackages and tasks); • consolidated project partnership (core partners, backing partners, associated organisations) with clear distribution of roles and functions - see 2.1; • prepared and agreed organisational setup of the project (project management, supervision and advisory structures and their general responsibilities); • prepared and agreed budget shares of individual partners and distribution of figures over the workpackages, tasks and budget lines; • prepared and agreed level of shared project costs (project secretariat, joint communication events); • prepared and agreed financial management model for the project; • acquired partner declarations and letters of support; • developed draft and final version of the application form
	<ul style="list-style-type: none"> • backup received from several pan-Baltic organisations and state level authorities

WORKPACKAGE 1	
Name	Project Management and Administration
Partners	1 in cooperation with all partners
W O R K P A C K A G E 1	<p>TransBaltic features both strategic and executive management structures.</p> <p>At the strategic level the project is supervised by a Steering Committee (SC) composed of high officials of the core project partners (see 2.1). In order to secure a geographic and political representativity of the partnership, the SC is complemented by delegates of the national level from the countries with no regional representation in the project. The SC has a mandate to:</p> <ul style="list-style-type: none"> • control the implementation of the project against the planned results; • endorse project management group reports from the recent period activities and provide guidance on further work; • acknowledge overall project results, and disseminate and market them through national networks and fora; • assist in a dialogue with relevant authorities on implementation of the project follow-up proposals <p>SC will meet six times in the project lifetime and will operate by the rules of procedure. Decisions are taken by consensus.</p>
	<p>In order to deal with practical implementation of the activity plan, a transnational project management group (PMG) will be set up and chaired by the LP. The PMG is composed of two project secretariat members: project manager (WP1 leader), project communication manager (WP2 leader), as well as of a WP3 leader and leaders of individual tasks in WP4 and WP5. The PMG meets regularly (every reporting period + emergency affairs) to evaluate the progress of work, produce progress reports and agree on actions in an upcoming period (activities + budget). In between the PMG meetings the WP and task leaders will communicate through e-media and attend both joint WP2 events and specific thematic WP events.</p>
	<p>The professional project secretariat (PS), consisting of a project manager, project communication manager and a financial manager, will be established by the LP.</p>
	<p>It will be responsible for daily co-ordination of all activities and routine project administration, for budget management, flow of information and dissemination activities (incl. website), and arrangement of joint events (e.g conferences and seminars). The PS will provide inspiration and support to the thematic workpackages and tasks, will coordinate development of position papers addressed to policy-making stakeholders at European and national level and will assist in making the comprehensive project reports. It is also responsible for dissemination of project outcomes towards parallel projects to fulfill the project umbrella function (e.g. through meeting place debates arranged in WP4). The PS also assists the SC (i.e. arranges meetings, compiles documentation, produces minutes) and organises the work of the PMG. In that respect the PS prepares interim project activity reports to the programme secretariat, based on internal reports from the WP and task leaders.</p>
	<p>The project partnership agreed on a cost sharing principle for the common project costs (project secretariat, joint events, external services in thematic WPs and tasks). The flow routines with regard to both the incurred own costs and the common project costs will be included in the partner agreements. In due time all project partners report incurred and audited costs to the PS (financial manager). These costs are verified against the delivered outputs by the WP/task leaders. The PS consolidates the financial report and submits it to the programme secretariat. The reimbursed funds are distributed back to the partners in compliance with the clauses in the partner agreements. The PS delivers the updated information on the cost spending per reporting period/WP/task and partner to all project partners and SC members.</p>

WORKPACKAGE 2	
Name	Communication and information
Partners	1 in cooperation with all partners
Aim	<ul style="list-style-type: none"> • to solidify the project partnership by means of efficient internal communication between individual project structures; • to anchor the project ambitions, findings and results in the target groups by means of efficient publicity and marketing measures; <p>1. INTERNAL COMMUNICATION - will rely on an in-depth informing of the project structures on the progress achieved, on the callibration of project directions based on received feedback and on securing a transnational spirit of the project implementation by a good understanding of roles and responsibilities.</p> <p>2. EXTERNAL COMMUNICATION - will deal with creating liaisons and effective communication channels with the target groups. The WP activities will include:</p> <ul style="list-style-type: none"> • awareness raising on the challenges taken up by the project and selected for resolving, • spreading of information on the findings obtained through investigations and animating discussion on selected topics, • communication on preliminary conclusions with the target groups, <hr/> <ul style="list-style-type: none"> • absorbing the feedback from the target group in the project work, • securing of a seamless follow-up on the investment measures laid down in the regional action plan (task 3.4) • influencing of the policies and regulations in charge of the target groups by means of final project conclusions.
Description of work package activities	
W O R K P A C K A G E 2	<p>PROJECT TARGET GROUPS:</p> <ul style="list-style-type: none"> • politicians representing the local/regional/national project partners and associated organisations; • high level officials in the national transport ministries of the BSR countries; • European Commission (DG TREN, DG REGIO) on BSR-specific solutions responding to the EU transport and cohesion policies and implementing the EU Baltic Sea Strategy; • private enterprises (cargo owners and operators) on solutions improving capacity and interoperability of the transport networks in the BSR; • authorities, institutions and organisations in other transnational spaces - on developed blueprints to be considered for adaptation elsewhere; • other ongoing projects - for exchange of information, synergy-making and discussion on uplifting on their results to the BSR-wide level, • pan-Baltic organisations - on propagating and discussing of the project ambitions, findings and results BSR-wide and in individual organisations.
	<p>PROJECT COMMUNICATION TOOLS:</p> <ul style="list-style-type: none"> • project logo and website, • project communication and media plan; • newsletter, leaflets, brochures and media releases; • query forms addressed to selected target group representatives; • debates, workshops and seminars with the relevant stakeholders; • research articles and conceptual reports; • external conferences, congresses and exhibitions; • internal project events, intranet storage facilities and tele-meetings; • guidance notes and manuals for the project partnership; • press conferences
	<p>WP2 stands for roughly 16% of the project budget, as determined by the pan-Baltic dimension of the project. This implies intensive, over-standard communication activities aimed at profiling the project to needs and expectations of transport decision-makers and operators, at harmonisation of perspectives by respective stakeholders and at dissemination of ambitions, findings and results throughout the whole BSR area and at the EU level (see explanations given in 3.8 and 3.9).</p>
milestones and outputs in months 1-6	<ul style="list-style-type: none"> • prepared communication and media plan (endorsed by the PMG and agreed by the SC) • launched project website • kick-off meeting of the partnership, including political representatives, to confirm assigned responsibilities and policy objectives • project conference to present the ambitions and anchor the project in the target audience • meetings with relevant national transport ministries (follow-up from the preparatory stage) to adjust the project activities to the expectations of the national transport ministries and their international cooperation plans • project event in Brussels to present the project ambitions and views with regard to new EU transport policy proposals

W O R K P A C K A G E 2	milestones and outputs in months 7-12	<ul style="list-style-type: none"> ongoing dialogue with the stakeholders to adjust the project activities to: the implementation pattern of the EU Baltic Sea Strategy (EU BSS governance structures), international cooperation and harmonisation plans(national transport ministries) and expectations in policy-making and regulatory fields (business community) meeting of the Stakeholders Cooperation Forum. The Forum is meant to group high-level political and business actors to assist the project in addressing pan-Baltic transport development needs. The Forum meetings are planned to be held in connection to implementation events of the EU Baltic Sea Strategy. This particular meeting will be dedicated to provision of a guidance to the project in order to properly design a set of forecast scenarios (task 3.2) and to better understand impact factors, drivers and dynamics shaping long-term future, which should be taken into account in policy-making (vision made by a foresight method in task 3.3).
	milestones and outputs in months 13-18	<ul style="list-style-type: none"> mid-term evaluation report of the communication and media plan mid-term meeting of the partnership to verify implementation progress and update tasks for the second half of the project mid-term project conference to present conclusions from the BSR transport inventory work (task 3.1), visualisation of traffic flows (3.2) and discuss the vision and optimum trajectory to achieve it (3.3) project event in Brussels to present policy-making implications of traffic forecast scenarios for the BSR transport system, with particular attention to the corridors serving intercontinental flows
	milestones and outputs in months 19-24	<ul style="list-style-type: none"> ongoing dialogue with the stakeholders to adjust the project activities to: the implementation pattern of the EU Baltic Sea Strategy (EU BSS governance structures), international cooperation and harmonisation plans(national transport ministries) and expectations in policy-making and regulatory fields (business community) meeting of the Stakeholders Cooperation Forum dedicated to discussion on transport planning and policy-making harmonisation needs, as seen from the sustainable regional development perspective (based on interim findings of WP4 tasks); possibly in connection with results of the Baltic Transport Outlook (to be carried out by the national transport ministries of the BSR countries)
	milestones and outputs in months 25-30	<ul style="list-style-type: none"> ongoing dialogue with the stakeholders to adjust the project activities to: the implementation pattern of the EU Baltic Sea Strategy (EU BSS governance structures), international cooperation and harmonisation plans(national transport ministries) and expectations in policy-making and regulatory fields (business community) meeting of the Stakeholders Cooperation Forum dedicated to discussion on preliminary results of key business actions (WP5) and pilot work in ongoing transport corridor projects (e.g. East West TC II, Scandria etc.) as well as on feasibility to generalise them at the pan-Baltic level as possible BSR transport development blueprints (universal transport development solutions) project event in Brussels to present preliminary BSR transport development blueprints + preliminary regional level incentives for enhancement of the transport gateway function of the BSR (based on WP3, WP4 and WP5 work + efforts of ongoing corridor projects)
	milestones and outputs in months 31-36	<ul style="list-style-type: none"> final meeting of the partnership to close the project activities, consolidate political and working achievements and agree upon dissemination methods for the project outcomes (incl. possible follow-up actions) final project conference to present project results and recommended follow-up investment and harmonisation actions as compiled in the regional action plan (task 3.4)

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WORKPACKAGE 3	
Name	The BSR as a transport gateway area
Partners	2 (WP leader), 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22
Aim	<p>The aim of WP3 is to foster development measures in the field of road, rail, sea transport and inland navigation in order to enhance the gateway function of the BSR.</p> <p>In the internal accessibility context, these measures should promote a regional growth perspective in better connectivity of the national and regional networks of the BSR countries. In the external accessibility dimension, they should create regional preparedness and response to the increasing transport flows across the BSR, which unfold both between the continents (East-West direction) as well as between the BSR and the European mainland (North-South direction). Overall, they need to stimulate the sustainable regional growth as well as transport intermodality and interoperability.</p> <p>The WP features a strategic process of developing a policy decision-making base at the regional level (task 3.1, 3.2) and a future-oriented package of actions (task 3.4) based on a shared vision of the integrated transport system (task 3.3). For the task rationale please see below.</p>
Description of work package activities	
W O R K P A C K A G E 3	<p>WORKING APPROACH AND ROLE OF ASSOCIATED ORGANISATIONS:</p> <p>TransBaltic will take into account development specificity of individual BSR parts, such as: South Baltic, mid-Baltic and North Baltic areas. Therefore particular attention in running the WP3 strategic process will be paid to a proper uptake of transport and regional development issues relevant for given territory as well as to profiling of the work to needs and expectations of transport decision-makers and operators.</p> <p>To cover the whole geographical territory of the BSR in the WP3 strategic process, the project intends to:</p> <ul style="list-style-type: none"> • use local networks of the project partners on a given territory; • use relevant associated partners operating on a given territory; • create liaisons with ongoing transport and regional development initiatives in such an area (including corridor projects); • outsource relevant analyses through external experts (e.g. from North West Russia and Belarus) - see AF chapter 3.10.2
	<p>To provide reasonable solutions in WP3, TransBaltic plans to hold an intensive dialogue with state ministries and private stakeholders. Validation of WP3 findings in those target groups will partly be done through the Stakeholders Cooperation Forum (task 2.4, see WP2 description), partly through relevant project partners (e.g. Öresund Logistics or LATDEA, see description of their roles), and partly through specific relations with the associated organisations.</p>
	<p>The business-related organisations associated to TransBaltic (e.g. Baltic Development Forum, Baltic Sea Forum, Baltic Sea Chambers of Commerce Association, Lithuanian Technology Platform for Intermodal Transport etc.) will be requested to render access to their member companies in order to:</p> <ul style="list-style-type: none"> • provide opinions and advice on the most important transport development challenges, which can be addressed at the regional level; • give feedback to the preliminary findings of the WP3 work from the business perspective;
	<ul style="list-style-type: none"> • arrange dissemination channels of the WP3 outcomes in the business community; • discuss possible follow-up actions.
	<p>Relations with the national transport ministries and transport administrations (road, rail, maritime) will be led in a direction to create a showcase for national-regional level cooperation in transport development. Such a showcase may be demonstrated to other transnational spaces and to the European Commission on how to achieve a multi-governance approach to transport and regional planning.</p> <p>Apart from receiving general advice and guidance on how WP3 may assist these authorities in the international work, the project intends to complement specific joint harmonisation actions by the state level, as laid down in the EU Baltic Sea Strategy (see e.g. rationale for task 3.2).</p>

	<p>In the internal workplan, WP3 will become a deposit for general recommendations (possible BSR blueprints) resulting from investigations and debates within the framework of horizontal measures (WP4) and from the evaluation of the demonstrated business concepts (WP5). In the reverse direction, knowledge produced in WP3 will serve as a basis for communication and harmonisation efforts in WP2 and for decision-making on follow-up actions (including investments) after completion of the project.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">W O R K P A C K A G E 3</p>	<p>The activity plan for WP3 features the following tasks:</p> <ul style="list-style-type: none"> 3.1 - BSR transport development inventory 3.2 - Forecasts and scenarios for BSR corridor flows 3.3 - BSR intermodal transport system 2030 3.4 - Regional action plan <p>TASK RATIONALE:</p> <p>3.1 - The task is dedicated to the positioning of the project in the environment of completed and ongoing transport and regional development initiatives, including corridor projects.</p>
	<p>It requires a stock taking of relevant transport development concepts, strategies and transport development projects (transnational BSR, North Sea and Northern Periphery programmes, MoS, Marco Polo and Sixth/Seventh Framework Programmes), which have addressed pan-Baltic and trans-border flows. A thorough overview of the work already done would minimise overlaps and duplications in sketching a detailed thematic scope of the WP3 activities. Setting a project's point of departure would also entail a brief analysis of BSR implications of European and national level policies and strategies, especially those that are in the course of revision (e.g. TEN-T guidelines). Further, it is necessary to identify ongoing transport initiatives to decide on the practical role of TransBaltic as an umbrella over individual corridor projects, on the division of labour in the investigation activities and cooperation method in accumulating outcomes of the cooperating projects at the pan-Baltic level.</p>
	<p>3.2 - The task responds to the need of developing an investment decision-support basis for public authorities responsible for transport and regional development. It is widely recognised that such a decision support basis at the transnational level for the BSR does not exist due to scattered traffic flow data, and different methodologies and models applied for individual networks. The Baltic Transport Outlook, recalled as action of the national transport ministries in the EU Baltic Sea Strategy document, may partly fill this gap by describing the current and predicted transport flows between the BSR countries and regions. However, from the regional growth perspective, it is necessary to complement the scope of the Outlook with pan-Baltic traffic forecasts and scenarios made at the transport corridor level - both for TEN-T axes and secondary (interregional) axes.</p> <p>The complementarity of the Outlook and results of task 3.2 has been consulted with the Swedish ministry of transport.</p>
	<p>A computer model for transport flows will be carefully selected through a communication with DG TREN. It is considered to use the TRANS-TOOLS model applied already by DG TREN for analysis of future traffic flows along TEN-T axes across the EU territory. If so, the project will provide an added value by testing adaptability of such a model for the sustainable regional growth of specific macroregions, with both TEN-T and secondary networks put into simulations.</p> <p>3.3 - The task realises a need to consolidate visions, masterplans and planning concepts delivered by the earlier pan-Baltic initiatives into one systemic framework from the perspective of sustainable regional development and transport gateway function of the BSR (see AF chapter 3.1.5).</p> <p>The InterBaltic project (under the auspices of the CPMR Baltic Sea Commission) and such organisations as: BSSSC, BDF, BPO, UBC and BCCA addressed imbalances and incompatibilities of transport networks and solutions in the BSR.</p>

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	<p>Reports on these issues were on several occasions presented to a High Level Group in the InterBaltic project consisting of transport ministry officials and business executives, but the concertation process with such peer organisations was never fully accomplished and shall be continued and completed in the TransBaltic project.</p> <p>To achieve the shared character of vision and the development path (strategy to reach the vision) the project intends to apply a foresight method through participatory process involving stakeholders (experts and decision makers from research, industry, policy making and society).</p>
	<p>3.4 - The task is dedicated to the development of a regional level action plan with measures needed to enhance the transport gateway function of the BSR. It starts from specific investigation based on outcomes of inventory in task 3.1. Apart from the already chosen impact assessment study on the E-W railway connection across the northern Poland (see description in months 19-24), a number of other studies will be performed. Their selection will be based on relevant criteria that will correspond to the umbrella function of TransBaltic (such as: concordance with the thematic scope of the project, transnational impact, contribution to territorial cohesion and sustainable growth of the BSR, adequacy for EU and national transport development plans, missing link or bottleneck status not covered by the already ongoing infrastructure projects etc). Full definition of the criteria will be made by the project management group.</p>
	<p>The plan will be consequently based on the shared vision and a most optimum development scenario (task 3.3), and on deliverables in other thematic workpackages (WP4 and 5). Whenever possible, also findings of other relevant projects will be inserted. The produced action plan will contain proposals stemming from the transnational perspective, which will address both preparedness and response to the increasing intercontinental transport flows and flows from the BSR southwards - as well as harmonisation and BSR blueprint solutions developed in WP4 and WP5.</p> <p>The added value of this action plan compared with the already completed reports of the pan-Baltic organisations will consist in a more practical dimension of the proposed solutions, as they will be first validated through key business actions in WP5 and pilot activities by other transport corridor projects (e.g. East West TC II, Scandria etc.).</p>
<p>milestones and main outputs in months 1-6</p>	<p>Established transnational working group and liaisons with associated partners.</p> <p>3.1 - Positioning of the strategic process - prepared inventory of transport development concepts, strategies and completed projects addressing pan-Baltic and trans-border flows, based on the input from the three parts of the BSR (South Baltic, mid-Baltic and North Baltic) delivered by project partners, relevant associated partners covering given territory or outsourced experts (e.g. for Russia and Belarus). A completed report on implications of European and national level policies and strategies for the BSR transport system development. Detailed division of labour and mutual relations decided with approved corridor projects in a form of guidance to WP4 to help fulfill the umbrella role of TransBaltic.</p> <p>3.2 - Selected transport corridors and axes based on discussion with the TransBaltic partnership (meeting, task 2.2) and with specific corridor projects. Started tender procedure for external consortium</p>

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W O R K P A C K A G E 3	milestones and main outputs in months 7-12	<p>3.2 - Selected consortium and a computer model to provide forecasts for road, rail and maritime transport, including intermodal transport chains, based on consultations with DG TREN. Inserted scenarios based on foresight discussion in task 3.3 and debate with the Stakeholders Cooperation Forum in task 2.4. WP3 working group to discuss interim findings.</p> <p>3.3 - Launched foresight process. Designation of experts incl. national transport ministries, transport administration, regional authorities, pan-Baltic organisations, committed private sector representatives etc. Hearings in the three geographical areas of the BSR arranged with help of relevant project partners, associated organisations covering given territory and/or outsourced experts. Possible hearing in Russia/Belarus. Selection of socio-economic and environmental tendency scenarios based on alternative paths of development (trajectories).</p> <p>3.4 - Launched specific investigation (ref. description in months 19-24)</p>
	milestones and main outputs in months 13-18	<p>3.2 - Completion of work. WP3 working group to discuss final results with the national transport ministries responsible for the Baltic Transport Outlook. Outcomes of both task 3.2 and the Outlook harmonised to provide an analytical base for joint intermodal transport planning in the BSR as well as for further strategic process in WP3. Reporting of policy-making implications of traffic forecast scenarios for the BSR transport development (task 3.2 and the Outlook) to the EU BSS implementation structures and other European level authorities and networks (task 2.5, possibly in Brussels).</p> <p>3.3 - Foresight process continued. Focus put on streamlining of transport development concepts developed by several pan-Baltic organisations, acting as associated partners to TransBaltic. Prepared and agreed shared vision and optimum development path for an integrated BSR transport system in the year 2030 from the sustainable regional growth perspective</p> <p>3.4 - Continued specific investigation</p>
	milestones and main outputs in months 19-24	<p>3.4 - Finished reports in the areas identified as thematic niches and new challenges during the inventory-making (task 3.1) or planned from the outset by some project partners to deliver new knowledge. Example: impact assessment of the E-W railway connection across the northern Poland on the regional development (joint undertaking by PP 7, 14 and 20). WP3 working group to discuss preparedness, intermodality and interoperability conclusions for the regional action plan. Identified and further explored measures to cope with the increasing transport flows from the sustainable regional growth perspective. Consequences of interim findings for transport planning and policy-making discussed with the Stakeholders Cooperation Forum (task 2.4)</p>
	milestones and main outputs in months 25-30	<p>3.4 - Prepared preliminary version of the regional action plan with measures needed to enhance the transport gateway function of the BSR, based on conclusions from investigation in WP3 and particular tasks in WP4 and WP5. Started concertation process among regions, pan-Baltic organisations and sector organisations. The draft document with regional level incentives for the gateway function, preliminary BSR transport development blueprints (mainly WP4) and preliminary results of demonstration actions (WP5) discussed at the Stakeholders Cooperation Forum (task 2.4) and presented in Brussels to the EU Baltic Sea Strategy implementation structures and other European level authorities and networks (task 2.5). Launched impact assessment of the action plan</p>
	milestones and main outputs in months 31-36	<p>3.4 - Final version of the regional action plan and proposed follow-up actions presented at the partnership meeting (task 2.2) to consolidate political and working achievements, and at the final project conference (task 2.3). Possible hearing in Russia/Belarus. The action plan endorsed by the TransBaltic partnership and presented for acknowledgment to the associated organisations (incl. pan-Baltic organisations and national transport ministries). Project Steering Committee disseminating project results through national networks and fora. Follow-up actions discussed with the regional and national authorities, private companies and financing institutions (in search for financing instruments).</p>

WORKPACKAGE 4	
Name	Horizontal measures
Partners	task leaders (see below); 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 22
Aim	<p>The aim of WP4 is to develop regional level proposals for better harmonisation and coordination of transport planning and policy-making in the BSR, as stipulated by the EU Baltic Sea Strategy. Therefore, WP4 intends to serve as a meeting place for presenting national and regional policy perspectives, as well as viewpoints of the business community, on common transport development challenges.</p> <p>The WP will also provide ground for developing generalised transport intermodality and interoperability solutions (BSR transport blueprints) based on TransBaltic WP5 activities and on findings of parallel transport corridor projects (e.g. East West TC II, Scandria etc.). This approach has a twofold purpose.</p> <p>First, TransBaltic will provide an umbrella framework and create synergies between individual transnational transport projects in the BSR.</p> <p>Second, the project will contribute to the implementation of the EU Baltic Sea Strategy by demonstrating BSR specific solutions for the EU transport and cohesion policies.</p>
Description of work package activities	
W O R K P A C K A G E 4	<p>WORKING APPROACH AND ROLE OF ASSOCIATED ORGANISATIONS:</p> <p>WP4 is expected to provide a regional level contribution to pan-Baltic harmonisation actions launched by the national transport ministries in the areas recalled by the EU Baltic Sea Strategy: coordinated national transport policies and coordinated infrastructure investments.</p> <p>WP4 thus will propose investment measures in infrastructure, logistics and transport capacity, which will aim at resolving present pan-Baltic connectivity, interoperability and intermodality problems from the sustainable regional development perspective. In order to achieve this, the project aspires to joint forces with individual transport corridor projects in the BSR, North Sea or Barents Sea programmes and act as an umbrella by providing inspiration for their investigations and generalising their specific findings towards universal transport development solutions at the BSR level (BSR blueprints).</p>
	<p>At the same time WP4 should provide a ground to discuss transport planning and policy-making needs and expectations of the business community.</p>
	<p>In order to win interest of the national transport authorities and the business community, WP4 will feature a number of debates and hearings dedicated to the transport development challenges of common interest and importance for all parts of the BSR. These challenges are set high on the European and BSR transport agenda and are recalled in the latest EU transport policy communication papers (ref. to TEN-T networks, greening of transport and transport logistics), in the action plan of the EU Baltic Sea Strategy or in business community standpoints.</p>
	<p>The debates are expected to gather an audience of 20-30 relevant actors in given field (see the milestones below) to debate upon earlier prepared inspirational contributions. These will be prepared either by outsourced experts, project representatives or invited transport corridor projects.</p>
	<p>The two latter cases will appear at a stage of presenting particular solutions in the context of possible uplifting them to the status of BSR blueprints. One of possible outcomes of such debates could be specific follow-up activities (e.g. pre-feasibility studies) recommended by the audience. In the project preparatory stage a more precise naming of such follow-up activities is not possible.</p> <p>The business-related organisations associated to TransBaltic (e.g. Baltic Development Forum, Baltic Sea Forum, Baltic Sea Chambers of Commerce Association, Lithuanian Technology Platform for Intermodal Transport etc.) will be requested to render access to their member companies in order to:</p> <ul style="list-style-type: none"> • add the business perspective to the harmonisation challenges taken up in WP4; • give feedback to the conclusions from the debates and specific follow-up activities (e.g. pre-feasibility studies); • give feedback to potential BSR blueprints stemming from WP5 investigation and findings of ongoing projects;

	<ul style="list-style-type: none"> • arrange dissemination channels of the WP4 outcomes in the business community; • discuss possible follow-up actions. <p>National level representatives will be encouraged to take part in the debates to profit from liaising with the business stakeholders on transport development trends, investment needs and possible modification of planning methodologies.</p> <p>Implementation of WP4 will be interlinked with the strategic process of WP3. For each thematic task in WP4 a guidance will be produced, based on the analysis of the most pending development issues within respective horizontal measure (task 3.1). Conclusions of the WP4 work will be inserted to the Regional Action Plan (task 3.4).</p> <p>Also, important findings from the WP5 tasks are to be communicated and reflected upon horizontal debates (WP4). Such a connection is evident in case of task 5.4 and 4.2.</p>
	<p>The activity plan for WP4 features the following tasks:</p> <p>4.1 - Challenges for Baltic ports 4.2 - Human capacity building in transport operations 4.3 - Transport sustainability and green corridors</p> <p>TASK RATIONALE:</p> <p>4.1 - The task features debates and follow-up investigations in the audience of regional, national authorities and transport actors in an effort to couple individual MoS links into a system of Motorways of the Baltic Sea. A point of departure for the task will be the diagnosis of the port sector in the BSR presented in the recent Baltic Seaports Outlook 2008. The envisaged activities will respect the context of the EU transport policies, with an underlined role of ports as junctions between the maritime and land-based transport modes and axes as well as of a stimulators of smooth door-to-door delivery supply chains, and the scope of the EU Baltic Sea Strategy.</p> <p>The latter speaks literally about a need to develop ports and their adequate connections to the hinterland in particular by rail and inland waterways. In a complement to potential actions at the national level (e.g. Baltic Transport Outlook), task 4.1 will focus more on port-hinterland relations and impacts, future of smaller ports and environmental challenges. It will also discuss MoS implementation constraints. Conclusions (e.g. proposed further maritime link projects to emerge through national-regional cooperation) will be communicated at the EU and national levels and incorporated in the Regional Action Plan (task 3.4).</p>
W O R K P A	<p>4.2 - The task results from several standpoints made by administrations of ports and logistics hubs around the Baltic Sea on human skills as a key factor for sustaining the transport growth. As predicted, already in the near future a mismatch is going to emerge between the demand for transport professionals and the supply of appropriately trained people. Already some present observations claim that transport and logistics-related industry sectors are having difficulty attracting qualified staff. As this challenge is not specifically explored in the European, pan-Baltic and national level transport and education policies, it is necessary to use the competence of relevant stakeholders for assessing the scale and scope of this mismatch tendency, examining transport development and regional growth implications and for making appropriate policy recommendations.</p>
C K A G E 4	<p>4.3 - The task is dedicated to debates and follow-up investigations related to the sustainability in transport operations. Following the EU freight transport agenda guidelines, the task will especially explore the notion of "green corridors", i.e. freight transport corridors that are characterised by low impacts on the human and natural environment and which promote rail and waterborne transport modes.</p> <p>As the green corridor concept becomes the essence of some maturing transport corridor projects initiated by the regional authorities (e.g. East West TC II, Scandria etc.), in order to fulfil the umbrella function of TransBaltic the task will attempt to provide guidance to them on green corridor experiences elsewhere in Europe and worldwide. Further, following discussions, the task may see specific investigations in corridors not covered by ongoing 'green corridor' projects, concerning modal split, development of environmentally friendly transport modes and green solutions.</p>

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Finally, the task will generalise findings of both own and other projects' investigations at the BSR level. Through the cooperation with the national level and the business community, this may lead to the creation of BSR solutions (blueprints) and a policy response from this geographical area to the challenges of transport sustainability across Europe. It may even launch concrete pilot initiatives, which would contribute to improving safety, freight logistics efficiency, shifting freight from road to rail and sea, and minimising environmental impact of transport in the BSR.

WP4 will be managed at the task level, with the following partners responsible for managing the task and leading a transnational working group:

4.1 - Baltic Ports Organisation (outsourced task to the associated organisation); other participating partners: 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 17, 20, 22

4.2 - Maritimes Competence Centre (partner no. 17); other participating partners: 2, 6, 9, 11, 17, 22

4.3 - Maritime Institute in Gdansk (partner no. 12); other participating partners: 1, 2, 5, 6, 9, 10, 12, 13, 15, 16, 18, 22.

IMBALANCES IN NATIONAL BUDGET SHARES (ref. AF chapter 2.1):

The project is focused on the sustainable regional growth perspective and involves the regional level authorities as core partners. The 40% share of Sweden in the budget results from the leading role of Swedish regions in several WPs, essential geographical position of Sweden in N-S and E-W transport corridors in the BSR and from traditionally strategic orientation + experience in working with transnational development issues. Besides, the project initiative comes from Sweden.

Very low shares of the three Baltic States are due to weak regional level governance in these countries and/or prioritised other tasks due to limited staff capacity (e.g. Objective 1 programmes and projects in case of Lithuanian regions).

To compensate that, the project introduces some geographically balanced measures (see AF chapter 2.1, 2.2 and description of WPs - working approach and role of associated organisations).

Besides, all project tasks are well distributed geographically (there is no single task with just one country involved).

milestones and main outputs in months 1-6	<p>4.1 - Setting up of a transnational working group. Point of departure (conclusions from the Baltic Seaports Outlook 2008) delivered to task 3.1 for obtaining the guidance from the transnational perspective</p> <p>4.2 - Setting up of a transnational working group. Arranged debate (universities, research organisations, vocational institutions, labour market offices, regional authorities, associations of employers, trade unions etc.) on the needs and driving forces for human capacity building in transport operations, following the guidance from task 3.1. Developed recommendations to the demonstration action (task 5.4)</p> <p>4.3 - Setting up of a transnational working group. Launched study on implications of the EU transport policy on development of sustainable transport in BSR (following the guidance from task 3.1)</p>
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W O R K P A C K A G E 4	milestones and main outputs in months 7-12	<p>4.1 - Arranged debate (Baltic ports management authorities, cargo owners and forwarders using the port facilities, local/regional/national authorities etc.) on main constraints in applying the Motorways of the Sea policy in the BSR, following the guidance from task 3.1</p> <p>4.2 - Launched follow-up activities (e.g. study) resulting from the debate and positioned as complementary to task 5.4</p> <p>4.3 - Arranged seminar with a relevant target audience (e.g. national and regional authorities, universities, research organisations etc.) on the green corridor concept. Guidance given to corridor projects tackling this issue (e.g. East West TC II, Scandria etc.)</p>
	milestones and main outputs in months 13-18	<p>4.1 - Report with recommendations from debate No. 1 and launched study (option). Arranged debate No.2 on the development of Baltic ports versus infrastructure development and hinterland connections (incl. role of ports in the TEN-T and foreseen projects 2014-2020)</p> <p>4.2 - Follow-up activities continued</p> <p>4.3 - Report with seminar recommendations and launched study (option) on the selected BSR transport corridors (representing BSR parts not covered by ongoing 'green corridor' projects) concerning modal split, development of environmentally friendly transport modes and green solutions</p>
	milestones and main outputs in months 19-24	<p>4.1 - 4.2 - 4.3 - Consequences of preliminary findings for transport planning and policy-making discussed with the Stakeholders Cooperation Forum (task 2.4)</p> <p>4.1 - Report with recommendations from debate No. 2 and launched study (option). Arranged debate No.3 on environmental concerns in the port activities, incl. climate change and the role of ports in reduction of emissions, noise management and on-shore energy supply and port-city relations (moving cargo operations out of the cities, guidance to task 5.1 Hamburg case)</p> <p>4.2 - Working group meeting. Completed follow-up activities. Absorption of preliminary conclusions from task 5.4.</p> <p>4.3 - Seminar on interim findings on the application of the green corridor concept in BSR conditions (based on own investigations and findings of ongoing corridor projects).</p>
	milestones and main outputs in months 25-30	<p>4.1 - Report with recommendations from debate No. 3 and launched study (option). Arranged debate No.4 on the future of smaller ports in the BSR. Report with recommendations and launched short-term study (option)</p> <p>4.3 - Follow-up activities (optional studies) resulting from the seminar recommendations.</p> <p>End of the period - 4.1 - 4.2 - 4.3 Joint meeting of the working groups. Content-related reports from the WP5 activities. Discussion on possible BSR blueprints in the thematic areas covered by the WP4 and WP5 tasks. Conclusions for sustainable regional development</p> <p>Preliminary BSR transport development blueprints discussed at the Stakeholders Cooperation Forum (task 2.4) and presented in Brussels to the EU Baltic Sea Strategy implementation structures and other European level authorities and networks (task 2.5).</p>
	milestones and main outputs in months 31-36	<p>4-1-4.3 - Produced guidelines on BSR transport development blueprints (see AF chapter 3.5). Results of the tasks incorporated in the Regional Action Plan (task 3.4)</p>

WORKPACKAGE 5	
Name	Key business actions
Partners	task leaders (see below);1, 2, 3, 4, 5, 6, 8, 9, 11, 13, 14, 15, 16, 17, 19, 20, 21, 22
Aim	<p>The aim of WP5 is to test practical solutions contributing to the integration of transport patterns and networks, and thereby to the development of a comprehensive multimodal transport system in the BSR. Qualification of these business concepts to the TransBaltic has been carried out based on two premises. First, they have been identified as crucial in strategic documents by the pan-Baltic organisations (e.g. CMPR Baltic Sea Commission, BSSSC). Second, they have not been applied so far by any other transnational project, including the transport corridor projects, parallel to TransBaltic in the submission to the second call for proposals.</p> <p>Apart from demonstrating the feasibility of these concepts in the concrete business environment, the project will also evaluate their potential to become the business solutions of transnational importance (BSR transport blueprints). This work will be conducted in cooperation with WP4.</p> <p>Furthermore, WP5 will consider impact of these actions on the sustainable regional development to serve the purpose of WP3.</p>
Description of work package activities	
W O R K P A C K A G E 5	<p>WORKING APPROACH AND ROLE OF ASSOCIATED ORGANISATIONS:</p> <p>WP5 is planned to show the pilot implementation of business concepts of benefit for the intermodality and interoperability of various national and regional transport networks in the BSR. This requires participation of private stakeholders.</p> <p>In some WP5 tasks the interest of the business community is already raised (see e.g. letter of support from DHL), while in some others it will be sought in the first project periods, by presenting business opportunities stemming from the envisaged results in particular target audience (e.g. local SMEs, forwarders, transport hub administrations etc). Furthermore, the course of WP5 tasks will be consulted both with high level business actors invited to the Stakeholders Cooperation Forum (task 2.4), and with participants in debates on horizontal measures (WP4).</p>
	<p>The business-related organisations associated to TransBaltic (e.g. Baltic Development Forum, Baltic Sea Forum, Baltic Sea Chambers of Commerce Association, Lithuanian Technology Platform for Intermodal Transport etc.) will be requested to render access to their member companies in order to:</p> <ul style="list-style-type: none"> • give feedback to the interim outcomes of WP5 work; • arrange dissemination channels of the WP5 outcomes in the business community; • discuss possible replication in other sites and corridors; • discuss feasibility of full scale deployment of the developed solutions. <p>WP5 tasks will be to the maximum extent synchronised with the work in WP4 as the latter will in the penultimate period hold discussions on possible BSR blueprints stemming, inter alia, from WP5 outcomes. In that way, an involvement of the national level stakeholders in the WP5 work may also be sought.</p>
	<p>WP5 tasks will also be streamlined with the strategic process of WP3, which will give guidance to the scope of work in WP5 (task 3.1) and which will insert outcomes of WP5 to the Regional Action Plan (task 3.4). These outcomes will be reflected as possible BSR transport blueprints and factors affecting the sustainable regional development.</p> <p>Interfaces between the WP5 tasks will be provided through WP1 (meetings of project management structures) and WP2 (project conferences, partnership meetings etc.). Also, some tasks plan to coordinate activities during the implementation progress. Further, important findings from the WP5 tasks are to be communicated and reflected upon horizontal debates (WP4). Such a connection is evident in case of task 5.4 and 4.2.</p>

	<p>WP5 tasks will be executed in the transnational environment. The established transnational working groups will prepare and approve a detailed working plan for the task, attend internal task meetings dedicated to the presentation of interim outcomes of the demonstrated business concept, provide recommendations to the subsequent stage of the demonstration (another test site) and conduct a joint evaluation on usefulness of the concept in the specific transport development conditions of the BSR.</p> <p>The activity plan for WP5 features the following tasks:</p> <ul style="list-style-type: none"> 5.1 - Dry port development 5.2 - Empty freight reduction facilities 5.3 - Deployment of ICT toolbox 5.4 - Competence management system (CMS) in harbour logistics 5.5 - Rail transport solutions for North-South and East-West flows
	<p>TASK RATIONALE:</p> <p>5.1 - The task promotes a concept of dry port, understood as a part of a seaport moved some 30-200 km into the hinterland in order to satisfy the customers demand and at the same time to ease operational constraints (e.g. traffic bottlenecks in the main port area). The concept seems very applicable to the BSR conditions as several container ports around the Baltic Sea encounter problems with the lack of space, queuing times, road access and low share of rail transport mode in cargo supply. For that reason dry ports, located in the proximity to TEN-T links, could offer an additional capacity to the container ports.</p> <p>Although some Baltic ports are advanced in setting the system of operational dry ports (e.g. port of Gothenburg in the project partner area of Västra Götaland Region), there is lack of an overall experience across the BSR in using this concept in practice as a driver for regional development.</p> <p>The purpose of the task is to thus to test the suitability of the dry port concept in several areas around the BSR based on the voiced interest of some project partners (e.g. Lahti Region, Hamburg, Warmia and Mazury Region) and consequently - to assess applicability of this concept for solving capacity problems of Baltic ports in general and to provide conclusions for sustainable regional growth. An important component of this work will be a pilot case in the port of Hamburg to use innovative telematics in managing road container haulage within the city limits in order to mitigate negative externalities (e.g. noise, pollution, queues, blockage of the network for passenger commuting traffic etc.).</p> <p>The task ought to demonstrate usefulness of the concept for the cohesion and co-modality objectives of the EU transport and regional policies, and evaluate the dry ports as a possible component of the future TEN-T network (now under revision).</p>
<p>W O R K P A C K A G E 5</p>	<p>5.2 - The task addresses a problem of a high share of empty containers circulated in the BSR transport networks between destination and origin points (return leg). This causes transport capacity problems and excessive costs to accommodate such containers in the logistics chains. A proposed dismantling and assembly system with special type of containers, compatible with all of today's maritime containers, may by estimation reduce empty container haulage volume by up to 75% and decrease empty maritime container repositioning costs by up to 50%.</p> <p>The task will in practical terms demonstrate the use of the LeanBox system in decreasing the traffic intensity and saturation of the road and rail networks. The system will be tested in min 2 ports and possibly hinterland sites along the routes with the highest share of empty container transport. The evaluation results will contribute to the deployment of a Leanbox container route in the BSR as the world's scale benchmark.</p>
	<p>5.3 - The task addresses a need to achieve a shift of behavioural patterns among shippers and forwarders (esp. SMEs) who in majority still prefer to utilise road transport facilities offered by hauliers that they are traditionally accustomed to work with. Popularisation of intermodal opportunities would, however, require better awareness among transport users of competitive and easy-to-use, door-to-door intermodal transport options.</p> <p>There is thus an evident need to make various types of information available in an interoperable manner, including e.g. up-to-date information on intermodal transport opportunities or decision support on how to best combine individual transport services into intermodal operations.</p> <p>Electronic tools supporting shippers and forwarders in using intermodal transport solutions are available, however they are not sufficiently tested and harmonised to fulfil the needs of shippers and forwarders and obviously not so advanced as in the road sector.</p>

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	<p>Task 5.3 will hence aim to show how different actors involved in planning of intermodal international cargo flows can benefit from the access to the reliable data and supporting functionalities of a dedicated ICT toolbox.</p> <p>The task will use as a supporting tool the software application for planning intermodal transport chains (tentatively tested and prepared for deployment actions in the framework of the InterBaltic project). To get the most reliable assessment of the potential benefits, the demonstration shall be conducted in real transnational transport corridors with a participation of business entities operating in this corridor and related to real shipments and cargo flows. One of the selected area for testing will be a corridor between Hamburg and Poznan.</p>
	<p>5.4 - The task refers to the general challenge addressed by task 4.2 that is to provide measures for better qualification of the labour force in transport operations. One of the key areas is the harbour logistics. World-wide increasing quality demands on logistics service and a need to implement the European Commission directive on EQF (European Qualification Framework) in the national legislation of EU Member States require creation of a transnational curriculum for employees qualification. This would enable them to work in other EU countries without any additional training and at the same time would mitigate shortage of well qualified staff in several Baltic ports.</p> <p>In this context task 5.4 introduces a concept of a competence management system (CMS) as a standardised platform for harbour logistics training, to be tested among workers staff in selected BSR ports and hubs. It will try to test and adjust the system developed in the port of Hamburg</p>
	<p>to the specificity of other ports around the Baltic Sea, based on at least one test case (Estonia and possibly Poland). Based on jointly evaluated outcomes an application of the system at the BSR level will be discussed.</p> <p>5.5 - The task addresses the problem of a very low share of rail transport in freight operations from Norway east- and southbounds due to weak reliability and flexibility compared with the road service. It is thus important to find practical and durable solutions to counterbalance a growing road transport volumes in these directions. Through an established partnership with freight owners, rail transport companies, forwarders and relevant public authorities the task will assess bottlenecks in infrastructure and transport capacity, identify resolving needs and propose efficient transport solutions to ease infrastructural and administrative constraints.</p>
	<p>WP5 will be managed at the task level, with the following partners responsible:</p> <p>5.1 - LAKES (partner no. 3); other participating partners: 2, 6, 9, 11, 13, 17, 19, 20, 22 5.2 - Hamburg University of Technology (partner no. 15); other participating partners: 2, 6, 9, 11, 13, 22 5.3 - ILIM (partner no. 11); other participating partners: 2, 5, 6, 9, 13, 16, 22 5.4 - Maritimes Competence Centre (partner no. 17); other participating partners: 2, 6, 8, 9, 11, 13, 21, 22 5.5 - Eastern Norway County Network (partner no. 4); other participating partners: 1, 2, 5, 6, 8, 9, 11, 13, 22</p>
<p>milestones and main outputs in months 1-6</p>	<p>5.1 - established transnational working group. Selected sites for testing and demonstration of the concept; developed detailed action plan, including organisational setup</p> <p>5.2 - established transnational working group. Selected transport routes for testing and demonstration, identified ports and hinterland sites suitable for demonstration, identified main stakeholders</p> <p>5.3 - established transnational working group. Selected corridors for demonstration, identified main stakeholders, defined key performance indicators to measure improvements</p> <p>5.4 - established transnational working group. Selected site(s) and target group(s) for transfer, testing and adjustment of the harbour logistics training structures developed in the port of Hamburg</p> <p>5.5 - established transnational working group. Summed up performed projects and surveys, developed detailed action plan</p>

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W O R K P A C K A G E 5	milestones and main outputs in months 7-12	<p>5.1 - analysis of the present situation and existing forecasts, benchmark investigations concerning implementation in other European ports.</p> <p>5.2 - established implementation platform for affected stakeholders (ports, terminals, shipping lines, hinterland transport operators), released 'Empty Freight Reduction Manual' for selected destinations</p> <p>5.3 - seminars/workshops with participation of actors operating in corridors selected for demonstration cases</p> <p>5.4 - comparison analysis of the harbour logistics training structures in selected sites, tested transnational compatibility of the training module database</p> <p>5.5 - assessment report on bottlenecks in infrastructure and transport capacity, with recommendations for solutions</p>
	milestones and main outputs in months 13-18	<p>5.1 - Finland: expansion planning towards full scale production use; Sweden: completion of case studies related to the dry port network of the Gothenburg port (activity outside the project); Germany: Research and evaluation of innovative telematics and transport solutions, Port of Hamburg; Poland - Start-up of the dry port concept feasibility analysis for Warmia and Mazury Region</p> <p>5.2 - prepared and evaluated capability pre-test with participation of industry partners, release of 'Procedure Handbook of Freight Reduction Implementation'</p> <p>5.3 - prepared data and scenarios for real demonstrations</p> <p>5.4 - developed integrated Competence Measuring module for the selected site(s), capability pre-test</p> <p>5.5 - created public and private alliance to solve identified problems</p>
	milestones and main outputs in months 19-24	<p>5.1 - Finland: implementation of dry ports expansion plans, utilisation of findings made by the Swedish and German sites Sweden: best practice conclusions of the dry port network of the Gothenburg port shared with other investigation sites; Germany: Creation of target concepts, creation of an implementation guide, including risk assessment; Poland – completion of the study, deployment conclusions for Warmia and Mazury Region</p> <p>5.2 - launched demonstration cases in min 2 ports and possibly hinterland sites</p> <p>5.3 - launched demonstration cases in selected corridors, measured adopted performance indicators; recapitulation - workshops with participants</p> <p>5.4 - launched demonstration of the CMS in the selected site(s); preliminary conclusions transferred to task 4.3</p> <p>5.5 - launched public-private actions to combat and solve identified transport obstacles and barriers</p>
	milestones and main outputs in months 25-30	<p>Preliminary results of demonstration actions (WP5) discussed at the Stakeholders Cooperation Forum (task 2.4) and presented in Brussels to the EU Baltic Sea Strategy implementation structures and other European level authorities and networks (task 2.5).</p> <p>5.1 - Summing up of the work and evaluation of results; assessed possibilities of the dry port concept implementation in other BSR areas; conclusions transferred to WP4 discussion</p> <p>5.2 - developed business concept report; conclusions transferred to WP4 discussion</p> <p>5.3 - developed and verified deployment plan based on the demonstration results and gained experiences; conclusions transferred to WP4 discussion</p> <p>5.4 - evaluated demonstration of the CMS in the selected site(s); development of a training methodology; conclusions transferred to WP4 discussion</p> <p>5.5 - prepared pre-feasibility study, conclusions transferred to WP4 discussion</p>
	milestones and main outputs in months 31-36	<p>5.1 - 5.5 - Conclusions inserted to the regional action plan (task 3.4). Dissemination activities and follow-up discussion with business stakeholders for full deployment of the pilot demonstrations</p> <p>5.1 - Attempt to install the dry port facility in designated BSR areas and to embed the concept in the TEN-T policy</p> <p>5.2 - Attempt to install the first LeanBox container route in the BSR</p> <p>5.3 - Attempt to transform working pilot groups into structures deploying the tool in daily business</p> <p>5.4 - Developed concept for a follow-up extension of the CMS</p>

WORKPACKAGE 6	
Name	
Partners	
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Description of work package activities	

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W O R K P		
	milestones and main outputs in months 1-6	
milestones and main outputs in months 7-12		

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A C K A G E 6	milestones and main outputs in months 13-18	
	milestones and main outputs in months 19-24	
	milestones and main outputs in months 25-30	
	milestones and main outputs in months 31-36	

WORKPACKAGE 7	
Name	
Partners	
Aim	
Description of work package activities	

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	<p>milestones and main outputs in months 1-6</p>

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W O R K P A C K A G E 7	milestones and main outputs in months 7-12	
	milestones and main outputs in months 13-18	
	milestones and main outputs in months 19-24	
	milestones and main outputs in months 25-30	
	milestones and main outputs in months 31-36	

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3.10.2 Activities taking place outside the EU territory

- participation in a transport and logistics conference/event in China and in India - in connection to the analyses and forecasts on inbound flows to the BSR in WP3 (ca. 10.000 euro)
- participations in events within the project or related to the project organised in Norway and Russia (ca. 20.000 euro)
- analysis and scenarios on containerised cargo flows to the BSR from Central Asia and India (ca. 30.000 euro).

To meet a demand for pan-Baltic dimension, TransBaltic intends to involve some organisations from North West Russia and Belarus in joint activities (see AF chapter 2.2). It is envisaged to contract some Russian and Belarusian experts to deliver e.g. regional growth analyses of the transport flows crossing the territory of these countries, arrange hearings (WP3) or make topical interventions at WP4 debates.

Such expertise may also be necessary for proposing regional level incentives for integration of transport patterns and networks in the BSR

from the neighbouring countries perspective. Furthermore, it is planned to arrange some hearings/seminars in the course of WP3 strategic process in Russia and Belarus. This outsourced assignments could cost roughly 25.000 euro.

The maximum number of characters in this input field is 1300. (field 1: 971/1000 field 2: 228/300)

Expenditure related to implementation of activities taking place outside the EU territory

EUR

85,000.00

3.10.3 Revenue generating activities

The project does not foresee any revenue generating activities

The maximum number of characters in this input field is 1300. (field 1: 62/1000 field 2: 0/300)

Amount to be generated:

EUR

3.10.4 Cooperation with other projects

TransBaltic aspires to provide an umbrella function over individual transport corridor projects. A scheme for such cooperation was designed for potential collaboration measures between TransBaltic, EWTC II and Scandria in case they are approved (attached to AF). This scheme will obviously be of universal character and include all such projects implemented parallel.

Apart from back-to-back or shared communication events, TransBaltic will provide specific advice to such projects on the macroregional context of the corridor investigations (task 3.1). In WP3 strategic process it will liaise with them to fill the gaps in territorial coverage of own work.

TransBaltic will arrange a meeting place for various corridor projects to discuss interim findings (e.g. on green corridor concept) with BSR transport stakeholders and thereby receive guidance for further work (task 2.4 and WP4). Contacts will also be held with projects from North Sea and Northern Periphery programmes, MoS and 7thFP.

TransBaltic may also take care of concrete results of corridor projects by generalising them and promoting to the outside world as possible macroregional solutions (blueprints) for identified transport development challenges.

The maximum number of characters in this input field is 1300. (field 1: 996/1000 field 2: 226/300)

3.10.5 Description of complementary activities

N/A

The maximum number of characters in this input field is 1300. (field 1: 3/1000 field 2: 0/300)

3.10.6 Sources of funding for the complementary activities

N/A	EUR	
	EUR	
	EUR	
	EUR	

4. Project expenditure

4.1 ERDF budget

Work Packages	BUDGET LINES (EUR)					Total (EUR)
	Personnel	External services	Travel & accommodation	Equipment & Investments	Other direct costs	
	(BL1)	(BL2)	(BL3)	(BL4)	(BL5)	
0 Preparation activities	18,095.00	18,048.00	10,857.00			47,000.00
1 Management and Admin.	443,456.00	412,302.00	108,185.00	0.00	780.00	964,723.00
2 Communication and inf.	165,493.00	472,258.00	160,701.00	0.00	14,650.00	813,102.00
3 The BSR as a transport ga	303,952.00	706,659.00	131,445.00	9,500.00	28,652.00	1,180,208.00
4 Horizontal measures	213,619.00	130,862.00	59,714.00	6,000.00	10,800.00	420,995.00
5 Key business actions	738,065.00	817,705.00	142,250.00	45,000.00	56,050.00	1,799,070.00
6 --						0.00
7 --						0.00
TOTAL:	1,882,680.00	2,557,834.00	613,152.00	60,500.00	110,932.00	5,225,098.00

4.2 Norwegian budget

Work Packages	BUDGET LINES (EUR)					Total (EUR)
	Personnel	External services	Travel & accommodation	Equipment & Investments	Other direct costs	
	(BL1)	(BL2)	(BL3)	(BL4)	(BL5)	
0 Preparation activities	1,758.00	900.00	342.00			3,000.00
1 Management and Admin.	24,612.00	17,698.00	8,600.00		2,300.00	53,210.00
2 Communication and inf.	10,910.00	14,943.00	14,596.00		4,290.00	44,739.00
3 The BSR as a transport ga	6,300.00	2,600.00	6,516.00		1,349.00	16,765.00
4 Horizontal measures	820.00	1,100.00	550.00		1,100.00	3,570.00
5 Key business actions	25,966.00	95,642.00	12,669.00		11,019.00	145,296.00
6 --						0.00
7 --						0.00
TOTAL:	70,366.00	132,883.00	43,273.00	0.00	20,058.00	266,580.00

4.3 ENPI budget

Work Packages	BUDGET LINES (EUR)					Total (EUR)
	Personnel	External services	Travel & accommodation	Equipment & Investments	Other direct costs	
	(BL1)	(BL2)	(BL3)	(BL4)	(BL5)	
0 Preparation activities						
1 Management and Admin.						0.00
2 Communication and inf.						0.00
3 The BSR as a transport ga						0.00
4 Horizontal measures						0.00
5 Key business actions						0.00
6 --						0.00
7 --						0.00
TOTAL:	0.00	0.00	0.00	0.00	0.00	0.00

4.4 Total project budget

Work Packages	BUDGET LINES (EUR)					Total (EUR)
	Personnel	External services	Travel & accommodation	Equipment & Investments	Other direct costs	
	(BL1)	(BL2)	(BL3)	(BL4)	(BL5)	
0 Preparation activities	19,853.00	18,948.00	11,199.00	0.00	0.00	50,000.00
1 Management and Admin.	468,068.00	430,000.00	116,785.00	0.00	3,080.00	1,017,933.00
2 Communication and inf.	176,403.00	487,201.00	175,297.00	0.00	18,940.00	857,841.00
3 The BSR as a transport gat	310,252.00	709,259.00	137,961.00	9,500.00	30,001.00	1,196,973.00
4 Horizontal measures	214,439.00	131,962.00	60,264.00	6,000.00	11,900.00	424,565.00
5 Key business actions	764,031.00	913,347.00	154,919.00	45,000.00	67,069.00	1,944,366.00
6 --	0.00	0.00	0.00	0.00	0.00	0.00
7 --	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL:	1,953,046.00	2,690,717.00	656,425.00	60,500.00	130,990.00	5,491,678.00

4.5 Spending plan

Expenditure co-financed from:	Preparation expenditure	Project implementation and closure expenditure					
		Reporting period 1 month 1-6	Reporting period 2 month 7-12	Reporting period 3 month 13-18	Reporting period 4 month 19-24	Reporting period 5 month 25-30	Reporting period 6 month 31-36
ERDF	47,000.00	522,510.00	783,765.00	1,045,020.00	1,045,020.00	1,045,020.00	736,783.00
Norwegian	3,000.00	26,658.00	39,987.00	53,316.00	53,316.00	53,316.00	36,987.00
ENPI							
Total expenditure per reporting period	50,000.00	549,168.00	823,752.00	1,098,336.00	1,098,336.00	1,098,336.00	773,750.00
TOTAL:							5,491,678.00

4.6 Specification of Budget lines

4.6.1 Budget line 2 External services

4.6.1.1 Contracts above 20,000 EUR

	External service	corresponding WP							Contracting partner	Cost sharing	Value of the contract	
		0	1	2	3	4	5	6				7
1	outsourcing of the project manager (head of the project secretariat, task 1.1, and leader of WP1), cost include also thematic expertise input to other tasks, especially WP3		✓							1	✓	430,000.00
2	PR company to assist in the preparation, monitor and make interim evaluation of the professional communication plan (task 2.1)			✓						1	✓	40,000.00
3	assistance in running the communication process in WP3 between various stakeholders groups throughout the BSR to secure ownership of the planned outcomes (esp. task 3.4)				✓					2	✓	50,000.00
4	modelling of transport flows in the selected BSR corridors according to the agreed scenarios (task 3.2); computer model to be agreed with DT TREN				✓					2	✓	110,000.00
5	assistance in running the foresight process for the integrated transport vision (hearings with designated experts in various parts of the BSR, task 3.3)				✓					2	✓	50,000.00
6	impact assessment report of the E-W railway connection across the northern Poland on the regional development (task 3.4), PP7, 20				✓					7	✓	36,000.00
7	updated investigation of transport bottlenecks and recommended regional growth measures in the South Baltic area, incl. MoS (task 3.4), PP5, 6, 7, 11, 12, 13, 18, 20				✓					5	✓	35,000.00
8	assistance in preparation of the draft and final regional action plan (task 3.4)				✓					2	✓	100,000.00
9	outsourcing of the task manager (task 5.1) to follow a detailed activity plan, provide testing site reports and evaluate results for insertion to other WPs, including WP3							✓		3	✓	110,000.00
10	outsourcing of a Lahti Dry Port Pilot Site manager, incl. coordination of work between municipalities, local companies, road and rail admin. and the Lahti region + expertise reports							✓		3		80,000.00

11	expertise to expand Lahti Dry Port towards full scale production use (task 5.1), incl. development of new services, marketing concepts and technical site planning					✓				3			220,000.00
12	innovative telematics and transport solutions in Port of Hamburg, incl. traffic analyses, site benchmarking, optimum concepts and an implementation guide (task 5.1)					✓				19			100,000.00
13	feasibility study and implementation concept for 'Empty freight reduction facilities' in a minimum of two ports participating in TransBaltic project (task 5.2)					✓				15			65,000.00
14	creation of a database of German and Polish transport operators and their services on Hamburg – Poland route in ICT tool for planning intermodal supply chains (task 5.3)					✓				11			50,000.00
15	hosting and maintenance of software for an ICT tool for planning intermodal supply chains (task 5.3)					✓				11			30,000.00
16	outsourcing of a task manager (task 5.4), incl. coordination, supervision of pilot site activities, CMS marketing and reporting of the outcomes					✓				17	✓		90,000.00
17	outsourcing of a task manager (task 5.5), incl. coordination, communication, involvement of relevant private stakeholders and expertise reports					✓				4	✓		90,000.00
18	outsourcing of the leader for task 4.1 (possibly - Baltic Ports Organisation), incl. coordination, port expertise reports, debates arrangement, insertion of conclusions to WP3				✓					1	✓		85,000.00
19													
20	WP2 meetings (incl. room, facilities, catering and ext. speakers costs), 6 large events (task 2.2, 2.3) - 60-100 persons each; costs divided pro rata and invoiced to all partners		✓							1	✓		55,000.00
21	WP2 meetings (incl. room, facilities, catering and ext. speakers costs), 6 smaller events (task 2.4, 2.5) - 30-50 persons each; costs divided pro rata and invoiced to all partners		✓							1	✓		21,000.00
22	WP2 promotion and marketing costs (3 leaflets, 6 newsletters, mid- and final project reports, website etc.); costs divided pro rata and invoiced to all partners		✓							1	✓		221,201.00

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23	WP2 report publishing costs (pre-press of ca 20 thematic reports from WP3, 4 and 5, printing and distribution of reports); costs divided pro rata and invoiced to involved partners											1	✓	150,000.00
24	Task 3.4 - thematic reports(MS2-3) based on inventory of challenges in task 3.1 (6 x 35T€ each)											2	✓	150,000.00
25														
													Subtotal	2,368,201.00

4.6.1.2 Contracts below 20,000 EUR

	External service	Value of the external service
R	Task 3.1 - 2 thematic reports; PP2 + pro rata other partners	50,000.00
	Task 4.1 - port-region impact analysis (case of Pomorskie); PP7	15,000.00
	Task 4.2 - outsourcing of task management, incl. research and coordination; PP17	10,000.00
	Task 4.3 - thematic studies on green corridor issues (3 x 15T€ each); PP12 + pro rata other partners	45,000.00
	Task 5.1 - additional dry port pre-feasibility studies in selected sites (2 x 20T€ each)	40,000.00
	WP4 meeting facilities (7-8 events x 25-40 persons x 70 EUR/person)	25,000.00
	WP5 meeting facilities (ca. 20 events and meetings x 10-50 persons x 30-70 EUR/person)	70,000.00
	WP5 - short-term expertise input in thematic tasks; PP3, 4, 11, 15, 17, 19	49,468.00
	WP0 - short-term expertise input in the preparatory stage + meeting costs	18,048.00

TOTAL 2,690,717.00

4.6.2 Budget line 4 Equipment and investments

4.6.2.1. Specification of equipment

Partner	Specification of equipment	corresponding WP							Cost sharing	Total depreciation allowance/rent (in €)	Total per project partner
		1	2	3	4	5	6	7			
1											
	<i>Others - Pls. specify!</i>										0.00
2	Office equipment			✓						5,000.00	
	Multimedia equipment										5,000.00
3											
	<i>Others - Pls. specify!</i>										0.00
4											
	<i>Others - Pls. specify!</i>										0.00
5											
	<i>Others - Pls. specify!</i>										0.00
6	Office equipment			✓						1,500.00	
	<i>Others - Pls. specify!</i>										1,500.00
7											
	<i>Others - Pls. specify!</i>										0.00
8											

	Others - Pls. specify!									0.00
9										
	Others - Pls. specify!									0.00
10										
	Others - Pls. specify!									0.00
11										
	Others - Pls. specify!									0.00
	Office equipment			✓					5,000.00	
12										
	Others - Pls. specify!									5,000.00
13										
	Others - Pls. specify!									0.00
14										
	Others - Pls. specify!									0.00
	Office equipment			✓					1,500.00	
15										
	Others - Pls. specify!									1,500.00
	Office equipment			✓					1,000.00	
16										
	Others - Pls. specify!									1,000.00
	Office equipment			✓					1,000.00	
	Measurement & research & laboratory equipment				✓				36,000.00	
17										
	Others - Pls. specify!									37,000.00
18										
	Others - Pls. specify!									0.00
	Office equipment			✓					1,500.00	
19										
	Others - Pls. specify!									1,500.00
20										
	Others - Pls. specify!									0.00
	Office equipment			✓					1,000.00	
	Measurement & research & laboratory equipment				✓				5,000.00	
21										
	Others - Pls. specify!									6,000.00
	Office equipment			✓					2,000.00	
22										
	Others - Pls. specify!									2,000.00
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Subtotal 0.00

TOTAL 60,500.00