

TransBaltic

- tests green transport solutions

TransBaltic aspires to engage private stakeholders in harmonising transport patterns across the administrative borders. One of the project workpackages features five pilot concepts, which are being developed and tested in cooperation with the business sector. If successful, they may provide viable commercial solutions and help achieve greener and more cost efficient transport operations throughout the whole Baltic Sea Region.

Dry Ports - A concept for expanded port capacity and controlled traffic flows

This concept addresses problems encountered by several container ports around the Baltic Sea. Shortage of space, lengthy queuing times, cumbersome road access and low cargo volumes supplied by rail push the port authorities to consider moving a part of operation landwards. Such a new facility, labelled 'dry port', would be directly connected by rail to the seaport and allow shippers to leave and/or collect their commodities in intermodal loading units as if directly at the seaport.

TransBaltic has created a number of demonstration sites to connect dry port concept stakeholders - seaports, hinterland logistics service providers, customers and regional/local authorities. One of the sites works with an optimum pre-gate parking system to improve cargo delivery efficiency through adequate location, implementation of a booking system and interconnection with traffic information system.

The project intends to make the dry port concept more known and applied in the Baltic Sea Region by presenting examples where the implementation led to operational cost savings, opened new markets, improved economic activities and reduced CO2 emissions. It will also provide guidance how investment, risk and profit could be shared between the involved stakeholders.

Empty Container Management - To ease the congested transport system

The large amount of empty containers on the move causes capacity problems and extensive logistics costs. Tackling of this challenge requires first an identification of intentions, problems and strategies of different players in the container transport chain.

TransBaltic intends to present a comprehensive overview of empty container management in the Baltic Sea Region. Through the case studies in particular geographic areas it will work with interested stakeholders and develop measures to boost commercial operations and help decrease imbalances in container flows.

ICT Toolbox - Optimisation of modal choice

Road transport is a traditionally favoured mode among shippers and forwarders on account of several reasons. Some of them are of behavioural character and result from a general lack of awareness about benefits offered by intermodal transport, low transparency and accessibility of adequate information or incompatible electronic services between customers and carriers.

TransBaltic has selected a number of routes in the Baltic Sea Region to analyse competitiveness of the various modes of transport. By comparing transport services of different operators based on real life timetables and tariffs, the project helps entrepreneurs create their own effective supply chains based on an intermodal offer. It also promotes an idea of purchasing alliances among clusters of local small and medium companies to become interesting partners for sea and railway carriers.

Competence Management System in harbour logistics - A guarantee for quality services

The Baltic Sea ports are in need of well qualified labour force, the supply of which is hampered by lack of harmonisation and best practice exchange in vocational education and training (VET) between the Baltic Sea Region countries. As diagnosed, the sharp national profile of such services is determined by specific demographic and economic condition of each country, the EU membership status and traditional concentration on "my Port Logistic Cluster".

TransBaltic wants to overcome this deficiency by testing an EDP-based tool for training, assessing and matching harbour logistics competencies in changing national environments. The project, in cooperation with VET institutions, has selected a few ports to run a series of showcases in desired qualification modules (e.g. container checking and handling of dangerous goods). If proved useable, it may become a standardised platform for transnational VET cooperation in the Baltic Sea Region, offering certified training - in compliance with the European Qualifications Framework and lifelong learning needs.

Backup solutions in rail transport

Norway has been successful in introducing rail freight as an integrated part of intermodal transport on the domestic market. Meanwhile, the rail market share in international freight traffic of this country is much lower.

TransBaltic carries out investigation to overcome obstacles for rail freight service in transport chains between Norway and other Baltic Sea countries. Through alliances with commercial parties the project works out measures for efficient planning of international rail freight solutions and develops a framework to open intermediate terminals for emergency unloading of trains in case of longer line closures.

Contributing to sustainable development of the Baltic Sea Region

Dry Port and pre-gate parking system -

- Offers possibility to improve transport efficiency and reduce CO2 emissions along the transport corridors and in the port-adjacent areas
- Boosts economic competitiveness of a hinterland region

Empty Container Management -

- Facilitates balance of trade exchange in the North-South and East-West directions
- Deploys better efficiency in the entire transport system

ICT Toolbox -

- Promotes behavioural shift among transport users in favour of intermodal transport
- Supports co-modality objectives of the EU Transport Policy

Competence Management System -

- Increases labour force mobility and employability throughout the Baltic Sea Region
- Improves adaptability of skills and education to technological change

Rail Transport Solutions -

- Enhance ability of the railway transport to deliver quality services
- Mitigate environmental pollution and road network saturation problems

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Towards an integrated transport system in the BSR



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