



## Project Partnership

### Financial partners

**Sweden** Region Skåne, Region Västerbotten, Region Blekinge, Region Västra Götaland, Stockholm County Council, Øresund Logistics **Finland** Lahti Region (LAKES) **Estonia** Estonian Maritime Academy **Latvia** Latvian Transport Development and Education Association **Lithuania** Vilnius Gediminas Technical University **Poland** Pomorskie Region, Warminsko-Mazurskie Region, Institute of Logistics and Warehousing, West Pomeranian Business School, Gdansk Maritime Institute **Germany** Maritimes Competence Centre Hamburg, Hamburg University of Technology, Port of Hamburg Authority **Denmark** Region Sjælland **Norway** Vest-Agder Region, Eastern Norway County Network

### Associated Organisations

29 associated and supporting organisations, including:

- national transport authorities: ministries of: Belarus, Estonia, Germany, Lithuania, Norway, Poland and Sweden, Finnish Maritime Administration and Lithuanian Technology Platform for Intermodal Transport
- 8 organisations from Russia: Kaliningrad Region Government, North-West Association of the Eleven Federal Subjects of the Russian Federation, Sankt Petersburg City Administration, Municipality of Baltijsk, Leontief Centre, North-West Academy of Civil Service, Baltic State Fishing Fleet Academy, International Transport Academy
- 7 pan-Baltic organisations: Baltic Development Forum (BDF), Baltic Ports Organisation (BPO), Baltic Sea Forum, Baltic Sea Chambers of Commerce Association (BCCA), CPMR Baltic Sea Commission, CPMR North Sea Commission, Baltic Sea States Subregional Cooperation (BSSSC)
- regional authorities: Norrbotten County Council (Sweden), South Finland Regional Alliance, City of Hamburg, Nordland County Council (Norway)
- private company of DHL Exel Supply Chain (Finland)

## Project TransBaltic 2009

### [www.transbaltic.eu](http://www.transbaltic.eu)



Photo: @ jens christian

# Project TransBaltic

TransBaltic  
- a strategic  
integration  
of transport  
patterns and  
networks

Photo: @ jens christian

Developing  
an umbrella  
framework  
for transports  
in the Baltic  
Sea Region

Photo: @ jens christian

Transport performance deficiencies are regarded by several enterprises and transport operators as one of the most prominent barriers to economic prosperity and growth in the Baltic Sea Region. As underlined by the EU Strategy for the Baltic Sea Region, appropriate public policy response is needed to increase the accessibility of territories and the quality of connections, and to master the increasing flows in and across the Region.

The partnership of the TransBaltic project wishes to address this key challenge in a coherent and harmonised way. The project draws inspiration from several transport and regional development initiatives of the pan-Baltic organisations as well as completed transnational cooperation projects in the Baltic Sea Region. TransBaltic intends to strictly collaborate with the transport ministries of the BSR countries in their harmonisation actions launched within the framework of the EU Strategy (as exemplified by the Baltic Transport Outlook initiative). TransBaltic also aspires to joint forces with individual transport corridor projects and act as an umbrella for their investigations and findings.

The overall project objective is to provide regional level incentives for the creation of a comprehensive multimodal transport system in the BSR by means of joint transport development measures and jointly implemented business concepts.

The project perceives this ambition in a twofold context. The first relates to the internal connectivity of the BSR. As a complement to the actions by the national authorities, TransBaltic will present such transport development measures and business concepts, which stem from the regional level and stimulate the sustainable regional growth as well as transport intermodality and interoperability.

The second context is associated with the external connectivity 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. These measures will be of horizontal character (common for the whole area) or case-specific (solutions for transport corridors as a support basis for the regional/national decision-makers).

Within the three-year implementation period and the whole Baltic Sea Region area (including Belarus, Norway and Russia) under investigation, TransBaltic foresees to deliver:

- traffic forecasts and scenarios for particular TEN-T and secondary transport corridors in the Baltic Sea Region - as a decision support basis for regional and national transport investments;
- action plan with infrastructure, logistics and transport capacity measures addressing pan-Baltic connectivity, interoperability and intermodality problems from the sustainable regional development perspective;
- guidelines on BSR-specific transport intermodality and interoperability solutions (so called BSR transport blueprints) - which would test and verify EU transport and cohesion policy proposals;
- manual and handbook on empty freight reduction - to decrease space requirements and road/rail haulage cost in container traffic;
- feasibility studies and implementation plans for dry ports and for port-bound road traffic telematics;
- pre-feasibility and impact assessment studies for rail transport in selected parts of the Region;
- business plans for, inter alia, the maritime container dismantling and assembly system and for 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);
- training methodology for a competence management system in harbour logistics.



Photo: @ jens christian

TransBaltic will also arrange a meeting place for public and private transport stakeholders to discuss specific harmonisation needs from the regional growth perspective. This will, inter alia, include: challenges for Baltic ports, human capacity building in transport operations and implementation of a green corridor concept in the Region.

TransBaltic, as one of few transnational projects so far, has been granted a strategic status by the authorities of the Baltic Sea Region Programme 2007-2013. In that way the decision-makers acknowledged the role of TransBaltic in fostering the sustainable development of the Region, the project's wide geographical coverage, deep focus on implementation and the strong political backup at the national level.

For more information:

[www.transbaltic.eu](http://www.transbaltic.eu)

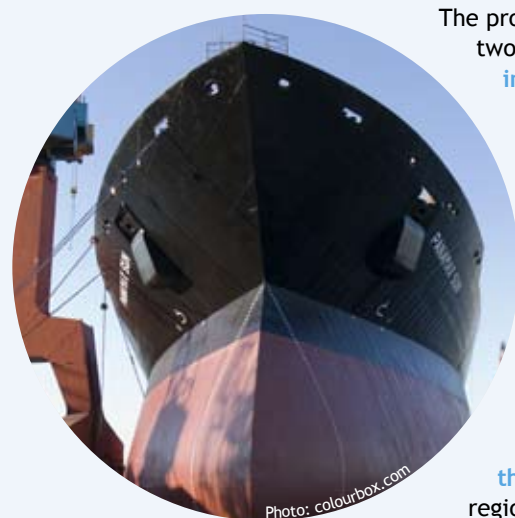


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Project Part-financed  
by the European Union



Towards an integrated transport system in the Baltic Sea Region