Trans Baltic

Towards an integrated transport system in the Baltic Sea Region

Introduction

Institute of Logistics and Warehousing
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Project part-financed by the European Union (European Regional Development Fund)

Baltic Sea Region Programme 2007-2013

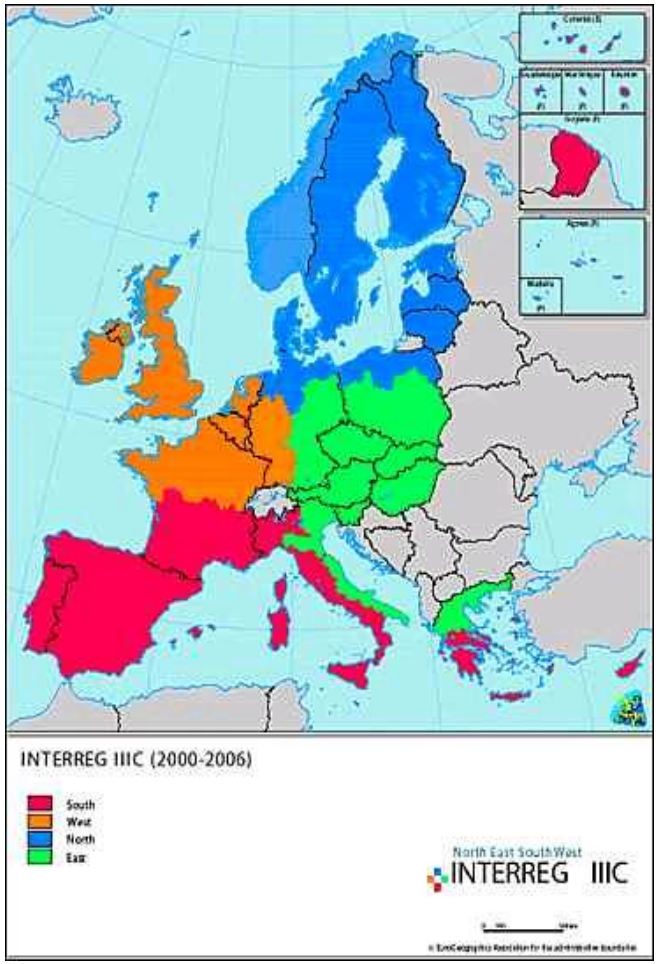
Strategic Objectives of the TransBaltic Project

Transnational strategic transport project of the Baltic Sea Region Programme 2007-2013.

Time frame : June 2009 ï December 2012

Integration and improvement of the BSR transport Network

- ❑ Creation of the integrated transport system supporting internal flows.
- ❑ Securing good connectivity of the region with emerging markets of Russia, China and India (gateway function)



TransBaltic **Partners**

Regions (10):

Skane (SE),
Blacking (SE),
Lahti (FI),
Warminsko-Mazurskie (PL),
Eastern Norway County Network (NO)
Västerbotten (SE),
Västra Götaland (SE),
Pomorskie (PL),
Sjaelland (DK),
Vest Aedger (NO)

Supporting Partners (9)

- Technical University of Hamburg (DE),
- Maritime Competence Center, Hamburg (DE) ,
- Hamburg Port Authority (DE)
- Oresund Logistics (SE),
- Instytut Morski Gdańsk (PL),
- Instytut Logistyki i Magazynowania (PL),
- Zachodniopomorska Szkoła Biznesu (PL)
- Estonian Maritime Academy (EE),
- Vilnius Giediminas Technical University (LT),
- Latvian Transport Development and Educational Association (LV)

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General outputs of the Project

- Analysis of current flows in exchange of goods within the Baltic Sea Region. Selection of the most important transport corridors.
- Traffic forecasts and scenarios at the corridor level until 2030 as a decision support for public/private investments.
- Inventory of infrastructure barriers to seamless flows and constraints in the regulatory framework
- Regional action plan with measures needed to enhance the gateway function of the BSR

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SKÅNE

TransBaltic

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TransBaltic – business concepts

5.1 Dry port development	Pilot implementation projects in Goteborg, Hamburg, Helsinki and Gdansk
5.2 The maritime container dismantling and assembly system	Pilot implementation of the folding container route in the BSR
5.3 Deployment of the ICT toolbox for intermodal supply chains	Demonstration and testing of a web-based tool to help business users, especially SMEs, in planning optimum intermodal door-to-door solutions for the transport of cargo
5.4 Competence management system in harbour logistics	Demonstration of competence management systems of the Port of Hamburg. Attempts to implement in other BSR ports
5.5 Rail transport solutions for North-South and East-West flows	Analysis of opportunities to increase flows between the Nordic Triangle and other BSR regions.

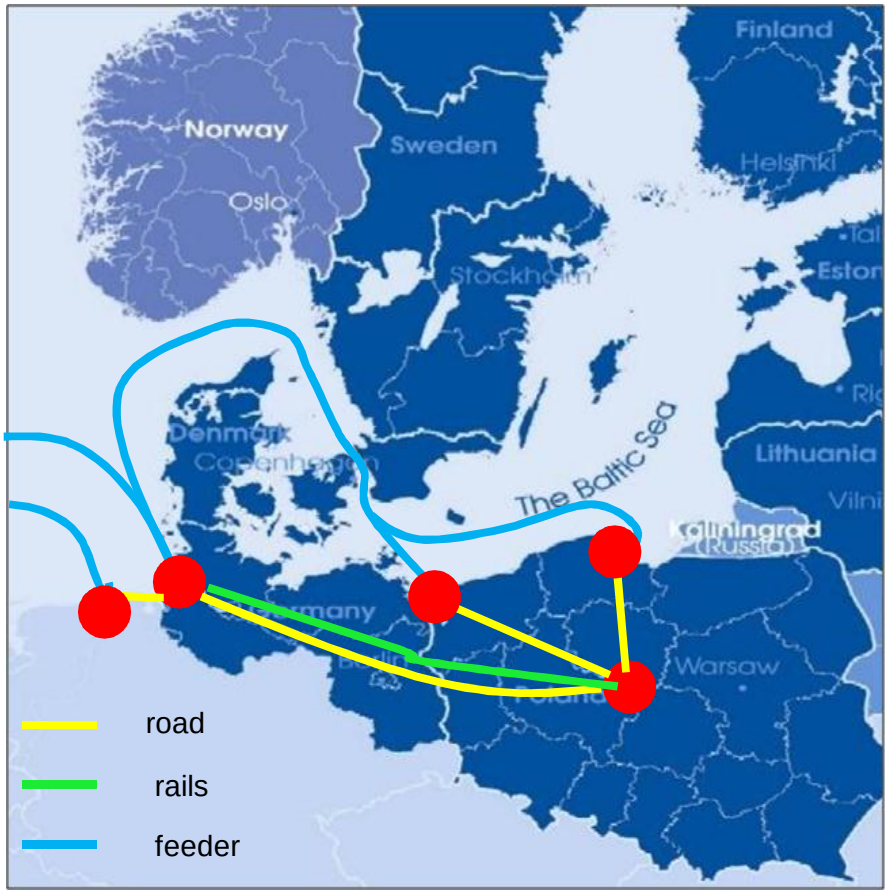
Co-modality ï priority of the EU transport policies

Formerly:
Promotion of intermodal and multimodal modes of transport

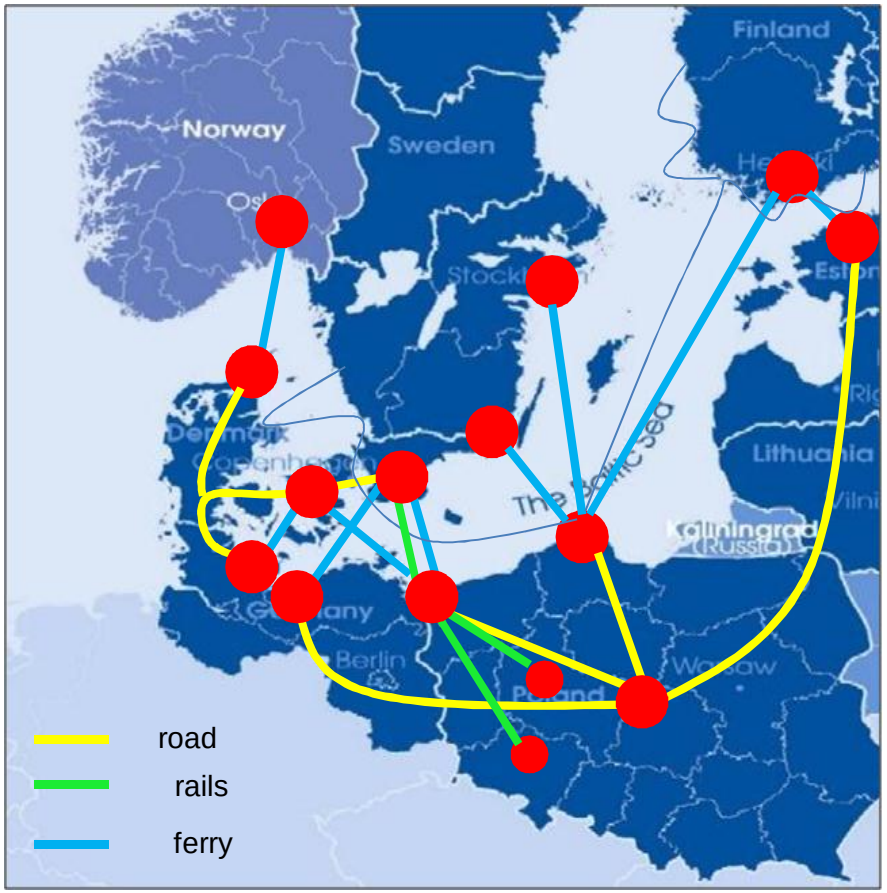
Now:
Co-modality refers to a use of different transport modes on their own or in combination in the aim to obtain an optimal and sustainable utilization of resources .

Modal choice in the BSR transport corridors important for the Polish foreign trade.

Containerised transports corridor: Port of Hamburg - Poland



Transport connections of Poland with Scandinavia



Working Package WP 5.3 - Deployment of the ICT toolbox for planning intermodal supply chains.

The main objective:
Demonstration and testing of a web-based tool to help business users, especially SMEs, in planning optimum intermodal door-to-door solutions for the transport of cargo

Background:

- An insignificant awareness of shippers and forwarders (especially SMEs) of international intermodal opportunities
- The intermodal offer is hardly accessible or not transparent enough so most of companies are still inclined to utilize only road-transport offered by hauliers that they are accustomed to work with for many years
- Existing applications for intermodal supply chains planning are not sufficiently tested and harmonised to fulfil the needs of shippers and forwarders

The ICT tool functionalities :

Planning of deliveries

- full inventory of transport operators active in the given transport corridor across all transport modes,
- data base of operatorsô timetables, lead times, freight and handling rates,
- comparison of intermodal alternatives in terms of cost, time and quality,
- ranking of transport alternatives from users needs perspective,
- intermodal supply chains planning based on updated timetables and freight rates.

The ICT tool functionalities :

Conclusion and execution of a freight contract.

- booking management
- exchange of electronic documents and messages
- visibility along the supply chain
- discrepancies management
- invoicing
- electronic payment

Benefits for stakeholders

Shippers

- transparent overview of transport operators and their services across modes and transport corridors
- reduction of freight expenses
- on-line monitoring of delivery execution with events and alerts management
- simplification of procedures, reduction of administration expenses.

Transport and handling operators

- additional source of transport orders
- improvement of customer service
- savings due to Ăpaperlessò information exchange
- providing simple Ăone-stop shopò solution