



Trāns Baltic

Towards an integrated transport system in the Baltic Sea Region

Opportunities for increasing railway
transports in the North-South axis
Introduction

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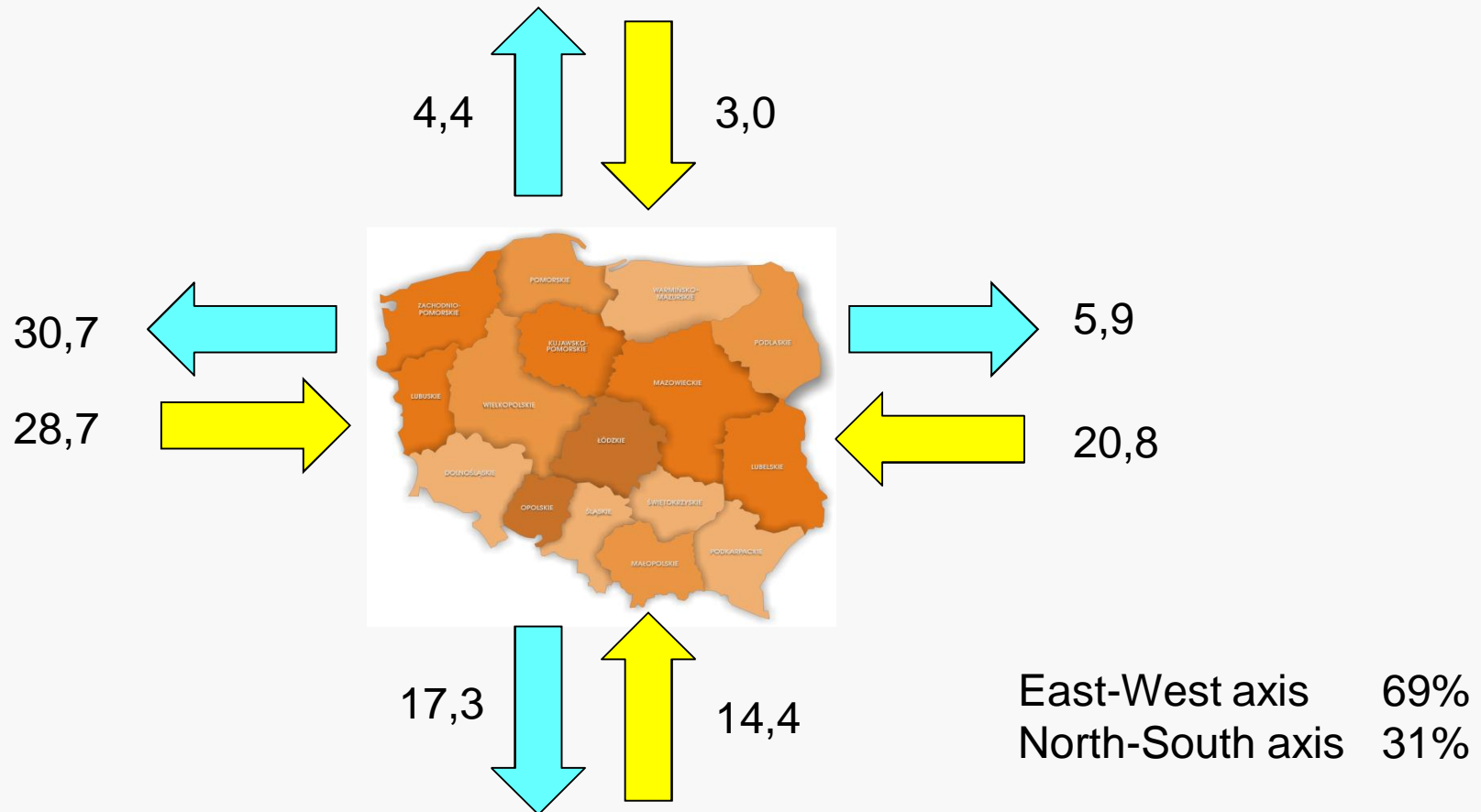
Railway share of inland freight transport (in total freight tonne-km)

Country	1997	2008
Sweden	35,4%	35,3%
Finland	27,6%	26,5%
Norway	17,6%	15,0%
Denmark	8,5%	8,7%
Germany	19,3%	22,2%
Poland	51,2%	24,0%
Lithuania	62,6%	58,0%
Estonia	69,6%	44,7%
Latvia	80,6%	61,3%

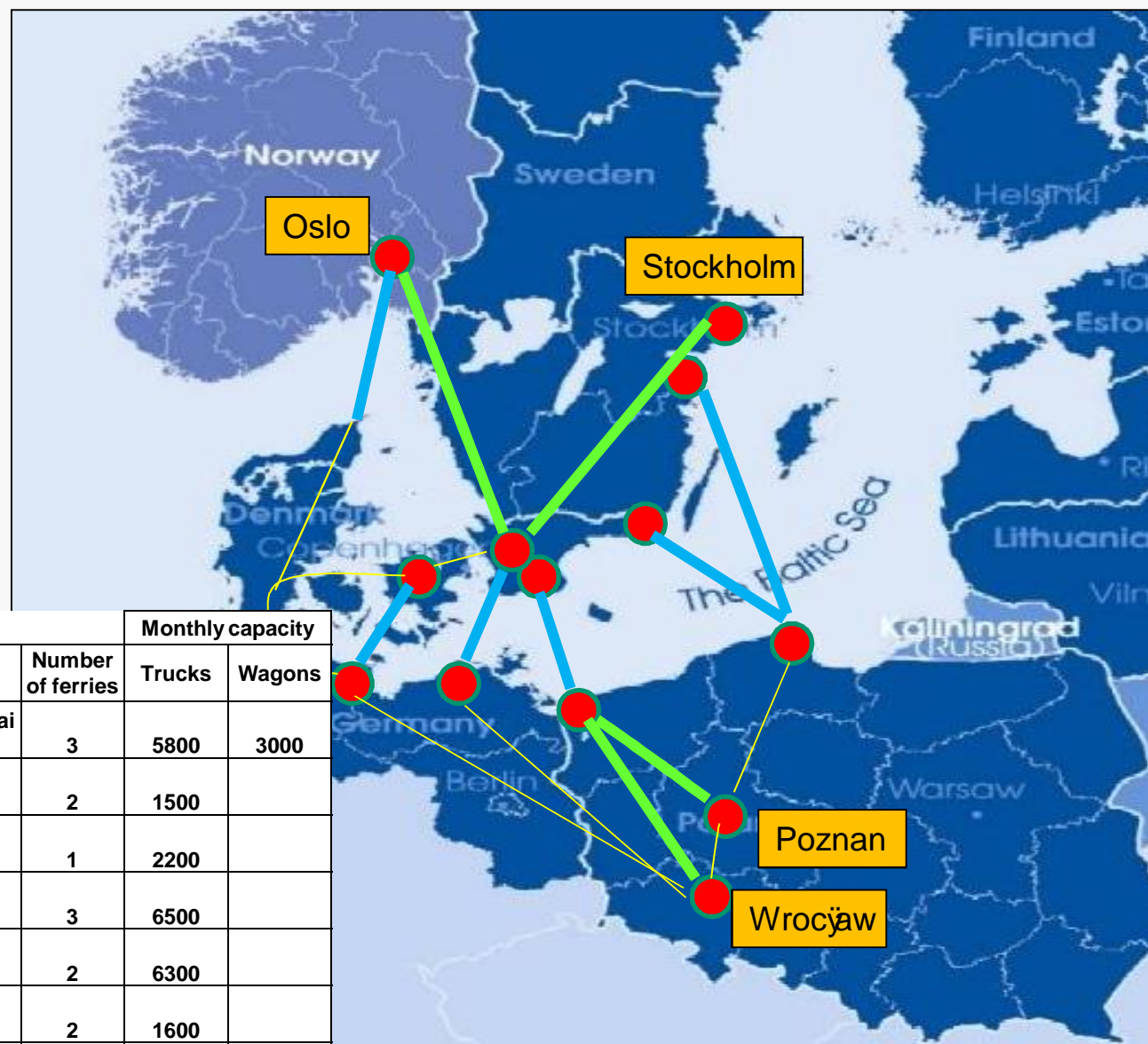
Source: Eurostat



Volumes of the Polish foreign trade transported by road and rail (M. tonnes)



Poland-Scandinavia ferry connections



Operator	from	to	Ferry type	Number of ferries	Monthly capacity	
					Trucks	Wagons
Unity Line	Swinoujcie	Ystad	truck/train	3	5800	3000
Unity Line	Swinoujcie	Ystad	truck	2	1500	
Polferries	Swinoujcie	Ystad	truck	1	2200	
Unity Line	Swinoujcie	Trelleborg	truck	3	6500	
Stena Lines	Gdynia	Karlskrona	truck	2	6300	
Polferries	Gdansk	Nynashamn	truck	2	1600	
				13	23900	3000



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Basic objectives of the Working Group

- ❑ analysis of possible improvements of the railway infrastructure
- identification of the bottlenecks at agreed routes
- development of recommendations to the Strategic Investment plan of the BSR
- ❑ undertake actions to increase the competitiveness of rail transports



Program of the Seminar

- ❑ Presentation of the intermodal transport systems
 - intermodal transports in Poland
 - intermodal transports in Sweden

- ❑ Freight flows between Poland and Scandinavia
 - current statistics
 - commodity structure of trade
 - commodity proneness to containerisation and rail transportation

- ❑ Calculation of freights between Poland and Scandinavia for road and rail alternatives