

DIALOG BETWEEN DIFFERENT TRANSPORTATION ACTORS

The project has chosen a form of dialogue as one of the potential solution drivers. Learn how negotiations and discussions lead to practical solutions.

TAKE PART TO RESOLVE A PROBLEM



The strength of logistic networks within defined geographical scope varies largely on the dialog between different actors.



Efficient solutions can be found in cross-cutting cooperation among stakeholders.



Various stakeholder involvement platforms can initiate a purposeful discussion and lead to successful cooperation among the players in transport corridors.

STEPS TO BUILD UP A DIALOG

01

identify the actors and administrative bodies, and their responsibilities.

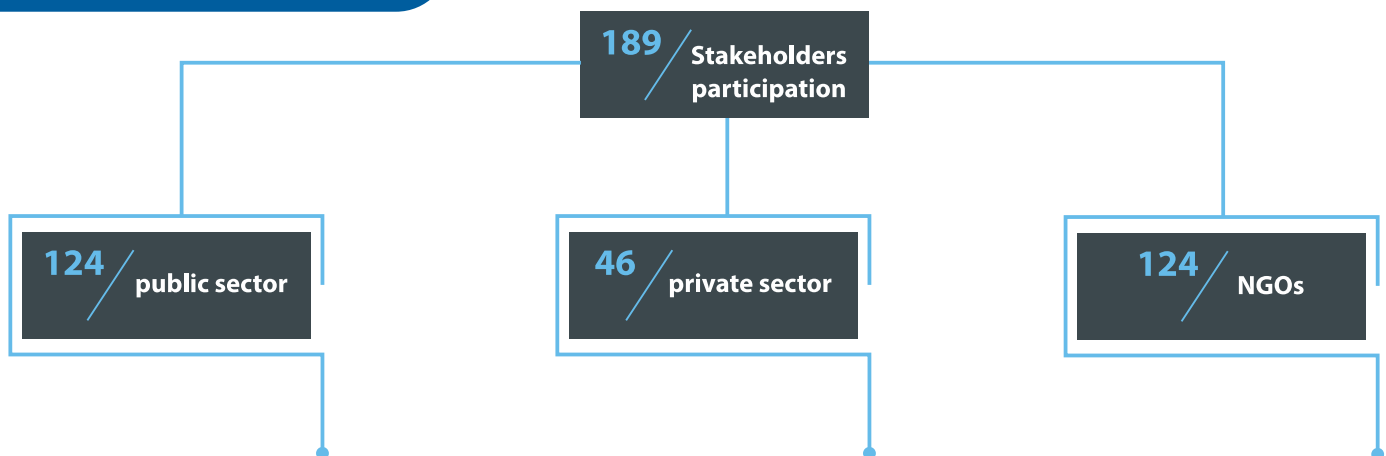
02

highlight topicalities and to raise issues that cause bottlenecks in traffic flow.

03

establish platform for discussion and decision-making.

TESTED BY BALTIC LOOP



passenger transport



freight transports



transport infrastructure system

QUICK FACT #1

The wide range of issues and priorities discussed among stakeholders allows to see a picture of variety amongst participant countries.

QUICK FACT #2

All countries have their own transportation system established including transportation infrastructure, technology, management, and cooperation culture. In transportation sector, it is good to observe comparative situations to give context to the identified problems and understand which areas in which countries need to be developed better and which are already well functioning.

CALL-TO-ACTION

1. Improvements in transport planning

- a. Implement long-term thinking (at least over 7 years in transport planning) in transport and mobility planning.
- b. Implement integrated transport planning approach, looking at different transport modalities at the same time.
- c. Freight transportation gets too little attention and funding.

2. Exploring the Baltic Sea region opportunities

- a. Within integration of the countries in the EU, the focus has been on the EU centralized objectives: TEN-T transport corridors and linking Sweden to the Central Europe. During this process regional opportunities have been overlooked, especially for the Baltic Sea ports.
- b. Ports need to find cooperation and specialization strategies and develop value-adding services, and avoid excess competition at national level.
- c. The degree of digital infrastructure in readiness, integration and adaption varies between ports, industries and countries. Until lately, ports have typically been recognised to form a discontinuation point in maritime and transport logistics, exhibiting low information transparency and coordination of processes and procedures inside the port. Intelligent connected transport systems enable vessels, goods and infrastructure to communicate with each other and provide new opportunities to achieve greater sustainability, supply chain traceability, optimised operations, enhanced performance and efficiency, and safer operations throughout the (maritime) supply chain.
- d. Being on forefront in innovation, Research & Development is important for getting advantages in developing transport corridor. Collaborative research projects among the institutions from different countries.
- e. For cross-border projects, coordination between countries needs to be improved in many ways. Joint planning, common goals, common processes and financing are some examples where cooperation should take place.

3. Sustainability issues in the transport sector in the Baltic Loop corridors

- a. Efficient and environmentally friendly traffic flows that are good for business and environment.
- b. Waterborne transport (sea shipping and inland waterways) offers environmental benefits over road transportation, and increased shift towards rail and shipping is one of the objectives of the European Green Deal for transport sector.

4. Work with national governments

- a. Several cooperation bottlenecks have been found at the government level. For better transnational cooperation, national governments must be involved to fully use transport potential in the Baltic Sea Region, especially its East-West direction.
- b. The agreement, design and work on transnational projects (for example, the Oslo-Stockholm railway line) is a complex issue where political, economic and cooperation issues are so important and difficult to manage.
- c. Long-term development plans and visions require innovative governance models for achieving effective transnational co-operation.

QUICK FACT #3

Communication and collaboration can be time consuming, with a lot of communication but little result. Using the project management approach, it can become more focused and outcome oriented.

Read more on www.balticloop.eu
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