

BALTIC-LINK

– MOTORWAYS OF THE SEA 2009-2013

MODAL SHIFT IN THE BALTIC-LINK CORRIDOR

The number of trucks between Sweden and Poland doubled between 1999 and 2004, from 100,000 to 195,000. The forecast for 2020 is that this figure will double again. Despite growing trade and interaction, the Baltic transport system is mainly a compilation of national systems. Transport strategies that concentrate freight flows by connecting a chain of intermodal hubs are highly required. The Baltic-Link MoS Action is a joint

application by the two Member States **Sweden** and **Poland**. Baltic-Link aims to create a modal shift by investing in freight rail structure, moving goods across the Baltic-Link corridor via the **Karlskrona-Gdynia** ports. The corridor will, by absorbing increased volume of goods, avoid road congestion and offer a competitive alternative to road only solutions due to quality, reliability and frequency and service.



Baltic-Link connecting Scandinavia with the Adriatic-Sea

SUSTAINABLE COMPONENTS

Currently the Baltic-Link corridor faces some crucial infrastructural bottlenecks hindering intermodal transports. Appropriate rail investments would provide for extensive timesaving, besides the environmental mitigation.

The Baltic-Link Motorways of the Sea Action will develop and increase the capacity and service for rail bound cargo by investing in adequate infrastructure in the ports and their hinterland connections.

The main benefit with a strong interoperability along the Baltic-Link is an enhanced Pan European intermodal corridor that offers cost efficient and

environmental friendly transports, connecting Scandinavia and the Adriatic Sea.

Additionally to the MoS funding the Action also include Polish Cohesion Fund 2007-2013 to improve the access to the new intermodal ferry terminal in Gdynia.

The Baltic-Link uses the Stena Line single window concept for cargo and goods enabling a liable regime for all institutions such as customs, border guards, veterinary control, fit sanitary control and health control participate in the project together with forwarders, agents, stevedoring and railway companies.

The Baltic-Link MoS Action will improve the facilities for:

- marshalling and rail capacity for the goods transport structure.
- its function as a intermodal transport node in the trans-Baltic transport system.
- freight shuttle train in Sweden.
- a new intermodal ferry terminal in Poland.
- becoming the sustainable link for container traffic between Scandinavia and the Adriatic Sea.
- increased cohesion and accessibility for both port regions.
- a broad PPP as an implementing consortia and cooperation between operators

LONG TERM SPATIAL PLANNING

Despite thorough measures the environmental impacts are largely positive and the negative impacts are very limited. The upgraded rail track provided for a sustainable connection of the east and west coasts of Sweden but also to Poland, Central Europe, the Adriatic Sea and its extensions. The MoS-project will have a catalytic effect on the regional economy, releasing economic values significantly larger than the investments costs.



THE PARTNERSHIP

- Baltic-Link Association
- Municipality of Alvesta
- Alwex AB (Swedish logistics company)
- Port of Karlskrona
- Port of Gdynia
- Stena Line AB
- Banverket (Swedish Rail Administration)
- Green Cargo AB (Swedish Train Operator)
- Spedcont (Polish Train Operator)

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