

## Reinforcing Eastern Finland-Estonia Transport Corridor (REFEC)

Programme Priority: P3 Well-connected region

Programme Specific Objective: 3.1. Improved transport flows of people and goods

Sub-programme: Southern Finland - Estonia

Duration: 01.12.2017 - 30.11.2020

Total funding: 728.193 EUR

ERDF funding: 569.664 EUR ERDF

Project Summary:

The heavy vehicle traffic (trucks and trailers) on ferries over the Gulf of Finland has been ever increasing and the trend is estimated to continue. There are two ferry routes between Finland and Estonia (Helsinki-Tallinn and Hanko-Paldiski). Remarkable part of this heavy vehicle traffic takes place between Eastern Finland and Eastern Estonia. Currently the trucks need to drive via Helsinki-Tallinn, or via Hanko-Paldiski, even longer route. The best solution to increase the performance of the Eastern Finland - Eastern Estonia corridor is to establish a ferry connection between the ports of Loviisa (FI) and Kunda (EE).

The project aims at reinforcing the establishment of the Eastern Finland-Eastern-Estonia transport corridor. The project outputs are focused mainly on concrete measures to support the establishment of the Loviisa-Kunda ferry connection. This includes business model(s) with potential shipping companies, port operatives and investment plans, as well as, a roadmap to comply with the needed licences and regulatory requirements, best practise to be transferred from similar connections in the BSR, ferry scheduling and route option plans, marketing plan and the organization of events to promote the connection. Furthermore, the cargo transport potential of the corridor is analysed and the impact of the developed corridor is verified (reduced travel time, volume of corridor users and the feasibility of a Loviisa-Kunda connection).

In addition to the faster and more fluid transports between eastern parts of Finland and Estonia there are other benefits brought about by the activated transport corridor: the traffic to/from Eastern Finland that uses the Via Baltica would benefit from a more direct connection as well. It will also relieve the city centres of Tallinn and Helsinki from the pressure of a growing heavy traffic (traffic jams, emissions, noise, dust) The decreased mileage in transports means also less CO2 emissions.

## Map of Partners

### Partners

Lead Partner

### Turun yliopisto

**Country:** FI

<http://www.utu.fi/> [1]

**Partner budget:** 252.624 EUR

**Amount of ERDF funding:** 189.468 EUR ERDF

Project Partners

## **Loviisan kaupunki**

**Country:** FI

<http://www.loviisa.fi> [2]

**Partner budget:** 145.612 EUR

**Amount of ERDF funding:** 109.209 EUR ERDF

## **AS Kunda Nordic Tsement**

**Country:** EE

<http://www.knc.ee/en/node/5166> [3]

**Partner budget:** 29.037 EUR

**Amount of ERDF funding:** 24.681 EUR ERDF

## **Posintra Oy**

**Country:** FI

<http://www.posintra.fi/> [4]

**Partner budget:** 94.759 EUR

**Amount of ERDF funding:** 71.069 EUR ERDF

Associated Partners

## **Loviisan satama Oy**

**Country:** FI

## **Lovisa Forwarding & Stevedoring, Oy The Federations Stevedore in Lovisa Ab**

**Country:** FI

## **Lääne-Viru Maavalitsus**

**Country:** EE

## **Schenker Oy**

**Country:** FI

## **Lääne-Viru Omavalitsuste Liit**

**Country:** EE

## **Results**

### **Expected results**

### **Achieved results**

Project result in category - Improved transport flow of goods

## **REFEC focused on supporting the establishment of the Loviisa – Kunda ferry connection**

The REFEC project aimed at reinforcing the establishment of the Eastern Finland – Estonia transport corridor by focusing on concrete measures to support the establishment of the Loviisa – Kunda ferry connection.

Firstly, the project produced an analysis on the freight potential that would use the Loviisa – Kunda ferry connection. Based on this information, concrete activities to support the connection establishment was carried out, such as port operative and master plans, benchmarking of best practises from similar connections in the Baltic Sea Region to be transferred to the Loviisa – Kunda connection as well as contacting potential shipping companies with ferry scheduling and route option plans. In addition, a roadmap to comply with the needed licences and regulatory requirements was created in the project.

Furthermore, impact assessment of the developed corridor was carried out. Based on the assessment, Loviisa-Kunda ferry connection would provide shorter mileage and travel time compared to the routes via the existing ferry services. Regarding environmental impact, the Loviisa-Kunda route CO2 emissions would be in line with the mileage observations. Another environmentally positive issue would be that the new ferry line would partly relieve heavy traffic in the capital regions. A new ferry line would also stimulate regional development in both countries by creating more jobs and investments to the region close to ports.


List of all publications is available here: [www.refec.fi/publications](http://www.refec.fi/publications) [5]

Project page in database  
[Reinforcing Eastern Finland-Estonia Transport Corridor](#) [6]  
At a glance

- The project produced an analysis on the freight potential that would use the Loviisa – Kunda ferry connection;
- Concrete activities to support the connection establishment was carried out, such as port operative and master plans, benchmarking of best practises from similar connections;
- Impact assessment of the developed corridor was carried out - the new ferry line would partly relieve heavy traffic in the capital regions;

#### Files

 [The impact of the establishment of Loviisa-Kunda ferry connection in activating the Eastern Finland-Estonia transport corridor](#) [7]

 [Regulation and administrative issues in initiating ro-ro ferry traffic](#) [8]

 [Freight potential study of Eastern Finland and Eastern Estonia](#) [9]

 [Business and feasibility model for initiating the Loviisa – Kunda ropax service](#) [10]

 [Benchmarking short ferry connections in the Baltic Sea region](#) [11]

#### Tags

[Logistics and freight transport](#) [20]

[Improving transport connections](#) [21]

## Project Visibility

### Other media visibility

[Kunda sadam unistab liinist Loviisasse](#) [22]

[Kunda sadam kaalub laevaliini Loviisasse](#) [23]

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### Links

[1] <http://www.utu.fi/> [2] <http://www.loviisa.fi> [3] <http://www.knc.ee/en/node/5166> [4] <http://www.posintra.fi/> [5] <https://www.refec.fi/publications/> [6] <https://database.centralbaltic.eu/project/80> [7] [https://database.centralbaltic.eu/sites/default/files/THE-IMPACT-OF-THE-ESTABLISHMENT-OF-LOVIISA-KUNDA-FERRY-CONNECTION-IN-ACTIVATING-THE-EASTERN-FINLAND-ESTONIA-TRANSPORT-CORRIDOR\\_0.pdf](https://database.centralbaltic.eu/sites/default/files/THE-IMPACT-OF-THE-ESTABLISHMENT-OF-LOVIISA-KUNDA-FERRY-CONNECTION-IN-ACTIVATING-THE-EASTERN-FINLAND-ESTONIA-TRANSPORT-CORRIDOR_0.pdf) [8] [https://database.centralbaltic.eu/sites/default/files/REFEC-Reg\\_Admin\\_Requirements-Final\\_0.pdf](https://database.centralbaltic.eu/sites/default/files/REFEC-Reg_Admin_Requirements-Final_0.pdf) [9] [https://database.centralbaltic.eu/sites/default/files/REFEC-cargo-potential-final-draft\\_0.pdf](https://database.centralbaltic.eu/sites/default/files/REFEC-cargo-potential-final-draft_0.pdf) [10] [https://database.centralbaltic.eu/sites/default/files/Business-and-feasibility-model-for-Loviisa-Kunda-ropax-service\\_draft\\_0.pdf](https://database.centralbaltic.eu/sites/default/files/Business-and-feasibility-model-for-Loviisa-Kunda-ropax-service_draft_0.pdf) [11] [https://database.centralbaltic.eu/sites/default/files/Benchmarking-of-ro-ro-connections-in-the-Baltic-Sea-and-the-North-Sea\\_0.pdf](https://database.centralbaltic.eu/sites/default/files/Benchmarking-of-ro-ro-connections-in-the-Baltic-Sea-and-the-North-Sea_0.pdf) [12] <https://www.refec.fi/> [13] <https://www.refec.fi/wp-content/uploads/2020/03/REFEC-cargo-potential-final-draft.pdf> [14] <https://www.refec.fi/wp-content/uploads/2020/03/Benchmarking-of-ro-ro-connections-in-the-Baltic-Sea-and-the-North-Sea.pdf> [15] [https://www.refec.fi/wp-content/uploads/2020/03/REFEC-Reg\\_Admin\\_Requirements-Final.pdf](https://www.refec.fi/wp-content/uploads/2020/03/REFEC-Reg_Admin_Requirements-Final.pdf) [16] [https://www.refec.fi/wp-content/uploads/2020/03/Loviisan-kaupunki-Loviisan-Satama-Oy-YS-2019\\_31-01-2020-VJ-valmis-1.pdf](https://www.refec.fi/wp-content/uploads/2020/03/Loviisan-kaupunki-Loviisan-Satama-Oy-YS-2019_31-01-2020-VJ-valmis-1.pdf) [17] <https://www.refec.fi/wp-content/uploads/2020/03/Port-of-Kunda-master-plan-2019.pdf> [18] [https://www.refec.fi/wp-content/uploads/2020/03/Business-and-feasibility-model-for-Loviisa-Kunda-ropax-service\\_draft.pdf](https://www.refec.fi/wp-content/uploads/2020/03/Business-and-feasibility-model-for-Loviisa-Kunda-ropax-service_draft.pdf) [19] <https://www.refec.fi/wp-content/uploads/2020/10/THE-IMPACT-OF-THE-ESTABLISHMENT-OF-LOVIISA-KUNDA-FERRY-CONNECTION-IN-ACTIVATING-THE-EASTERN-FINLAND-ESTONIA-TRANSPORT-CORRIDOR.pdf> [20] <https://database.centralbaltic.eu/tags/logistics-and-freight-transport> [21] <https://database.centralbaltic.eu/tags/improving-transport-connections> [22] <https://majandus24.postimees.ee/6680788/kunda-sadam-unistab-liinist-loviisasse> [23] <https://www.err.ee/938640/kunda-sadam-kaalub-laevaliini-loviisasse>