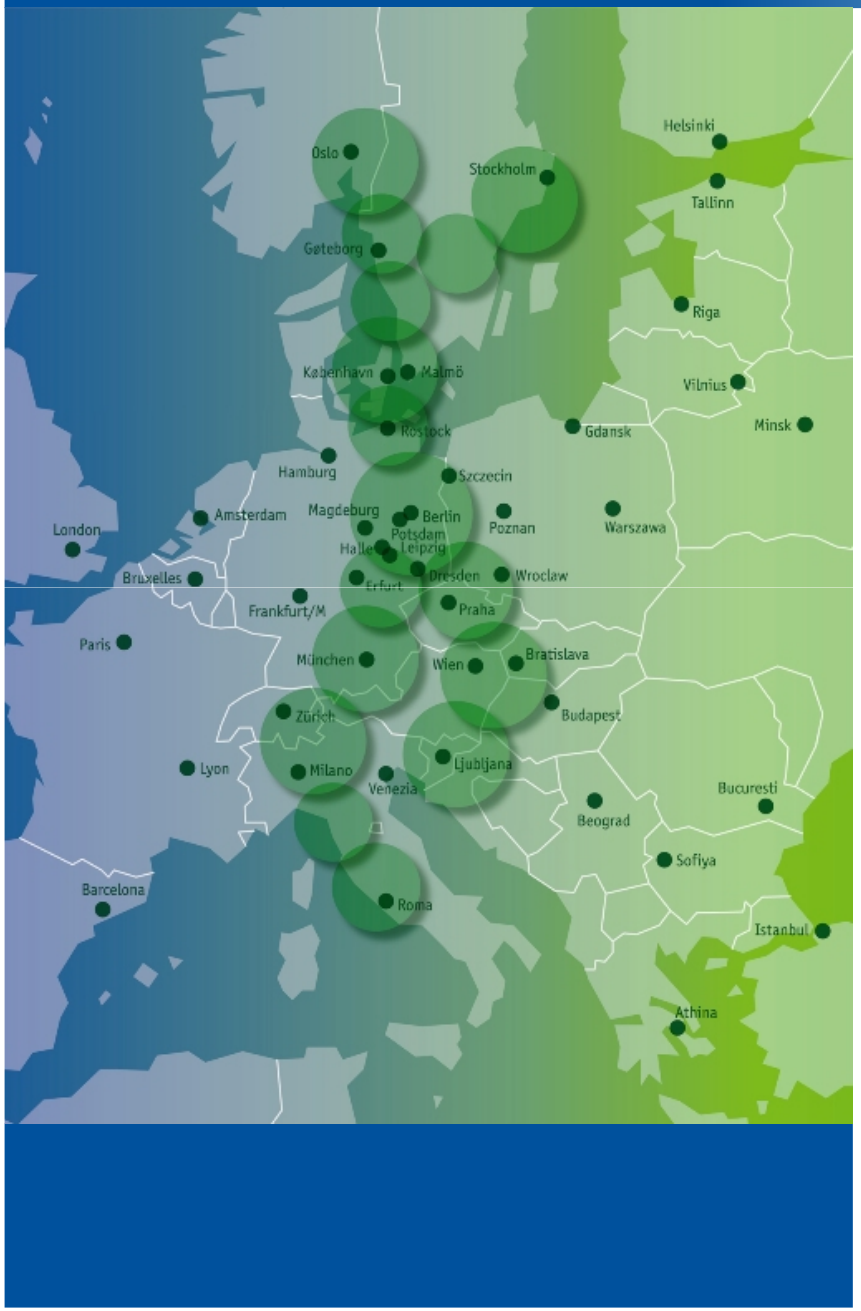

Implementation of the ‚Green' Corridor Concept in SCANDRIA

Sandrina Lohse
Roskilde University (DK)

16.09.2010, Gdansk

Part-financed by the European Union
(European Regional Development Fund)

Workpage structure in SCANDRIA

WP 3
Quality of Transport Infrastructures
Leader: PP#11, Swedish Road Administration
Main Output 3: SCANDRIA Investment Strategy

3.1 Development of intermodal nodes
Responsible: PP#8, Region Seeland
Output 3.11: Strategy on the Development of Intermodal Nodes

3.2 Improvements in rail traffic
Responsible: PP#1, Joint State Planning Department Berlin-Brandenburg
Output 3.21: Integrated Concept on Optimising Rail Traffic in the Corridor

3.3 Optimised heavy goods vehicle traffic
Responsible: PP#11, Swedish Road Administration
Output 3.31: Concept for Optimised Heavy Goods Vehicle Traffic

WP 4
Innovative Logistic Solutions
Leader: PP#2, Ministry of Transport Mecklenburg-Vorpommern
Main Output 4: Logistic Business Development Strategy

4.1 Developing logistic solutions
Responsible: PP#10, Oresund Logistics/Oresund University
Output 4.11: Analysis of Potentials for Logistic Services

4.2 Marketing campaign for innovative logistic solutions
Responsible: PP#2, Ministry of Transport Mecklenburg-Vorpommern
Output 4.21: Marketing Campaign for Innovative Logistic Services

WP 5
Common Strategy of Corridor Functionality
Leader: PP#9, Roskilde University, Denmark
Main Output 5: Action Programme on the Development of the SCANDRIA Corridor

5.1 Activating cooperation potentials in the corridor
Responsible: PP#9, Roskilde University
Output 5.11: Scenario Report on Central Fields of Cooperation

5.2 Benchmarking of the corridor functionality
Responsible: PP#12, Region Skane
Output 5.21: Basic Description of the Corridor Functionality
Output 5.22: Concluding outlook - Development Scenarios and Targets

5.3 Common Political Perspective
Responsible: PP#1, Joint State Planning Department Berlin-Brandenburg
Output 5.31: Policy Monitoring Group
Output 5.32: Political Corridor Campaign
Output 5.33: Political Corridor Conference

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Green corridor characteristics

1. Sustainable logistic solutions
2. Co-modality
3. Harmonised system of rules
4. Concentration of freight flows
5. Effective shipment points
6. Platform for innovation

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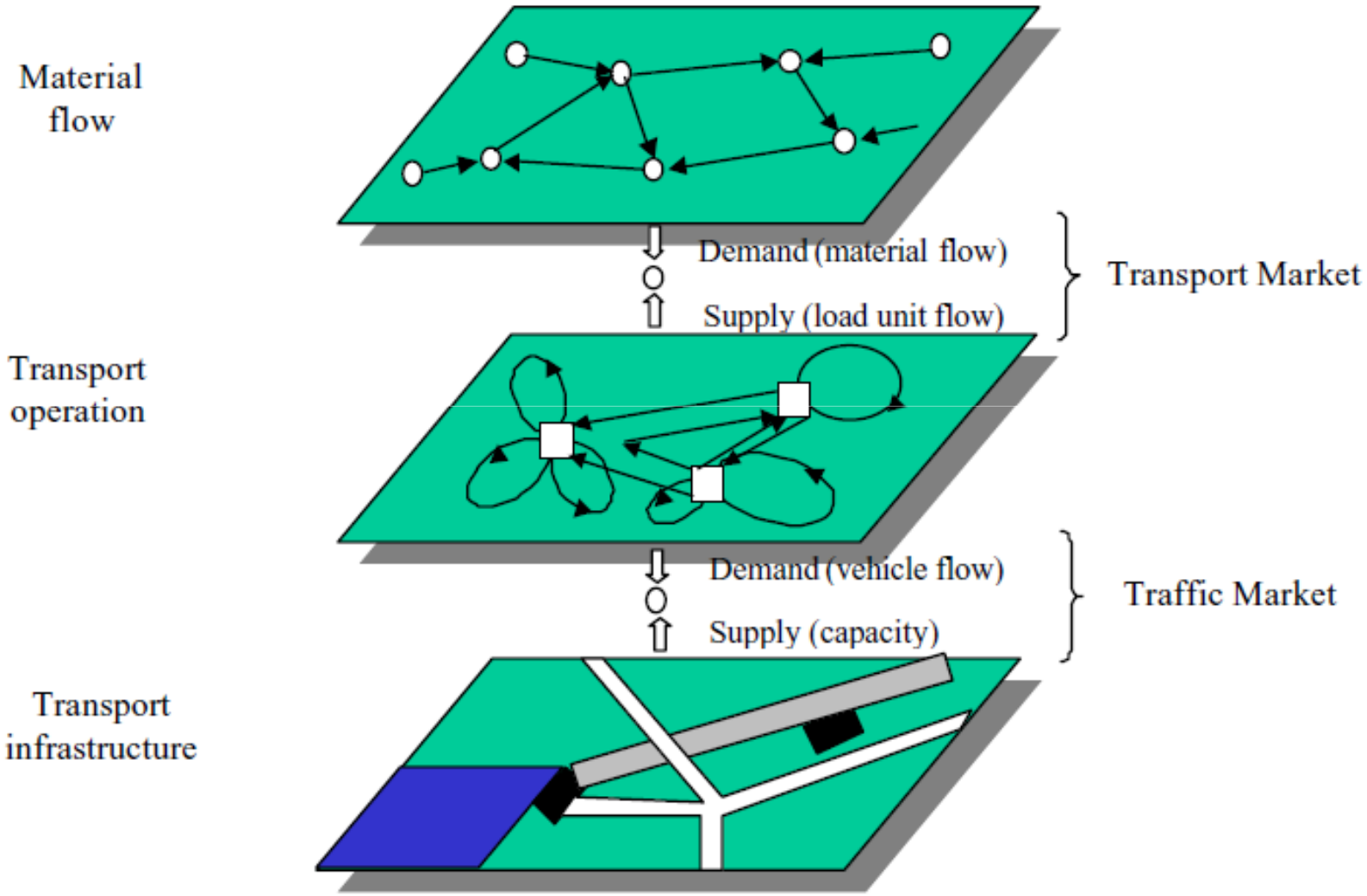

A three-layer model of freight transport (revised version of Wandel & Ruijgrok, 1993:237)

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Activites on Green Corridor in SCANDRIA

1. **Co-operartion activities** – BSR projects, SuperGreen, other regional projects in SCANDRIA Corridor
2. **Definition of a Green Corridor strategy**
   - Green Corridor 'Back cast scenario' workshop on the 15th of November in Copenhagen(triple helix approach

   → *Aim is to 'green' transport activities and transport infrastructure in the Scandinavian*
3. **Implementation of a Green Corridor strategy**
   - Outcome of activties in WP3 and 4 (case studies, partial output, etc.)
   - Creating/identifing new projects within SCANDRIA corridor to suport the GC strategy (triple helix approach)

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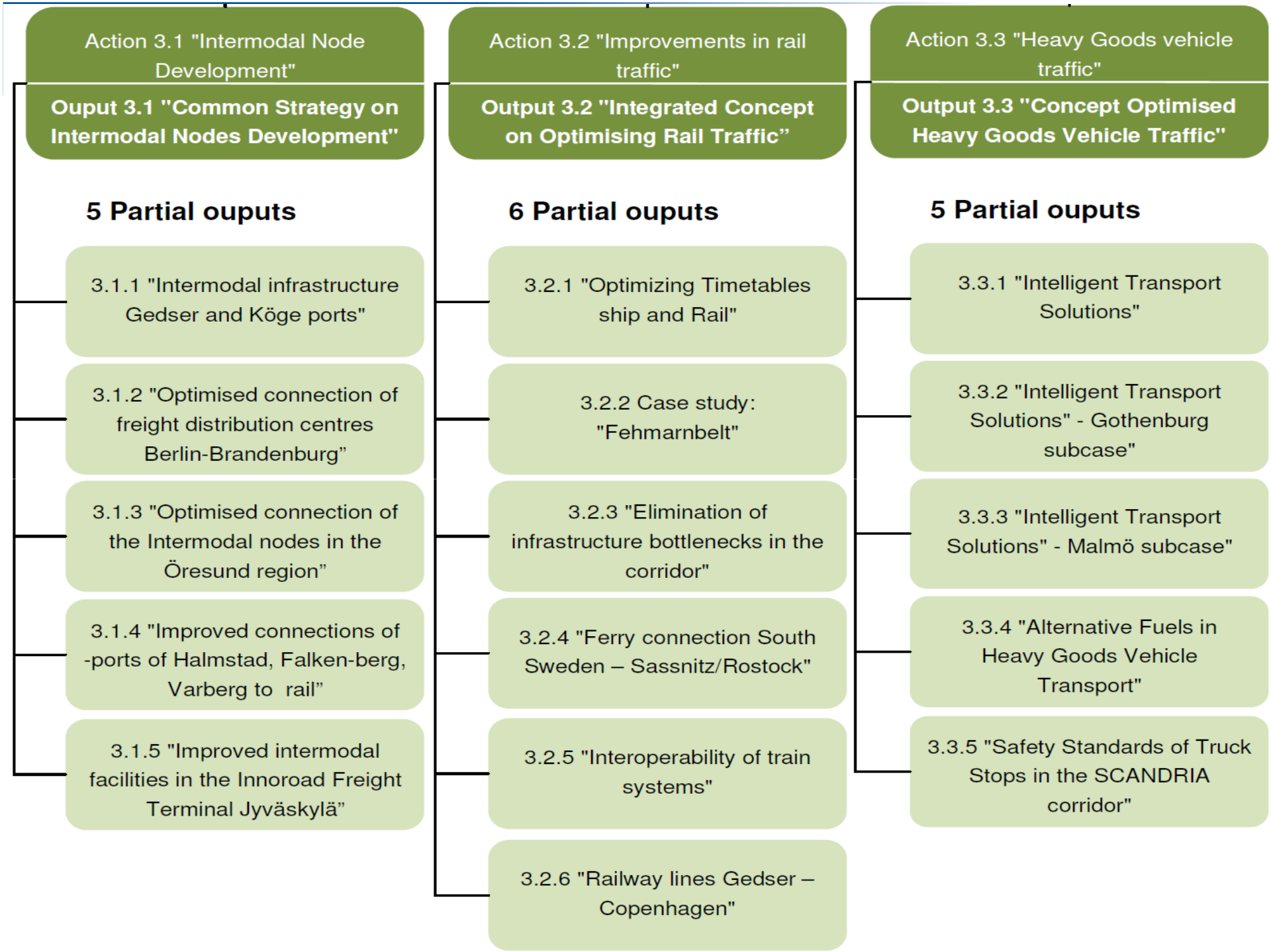
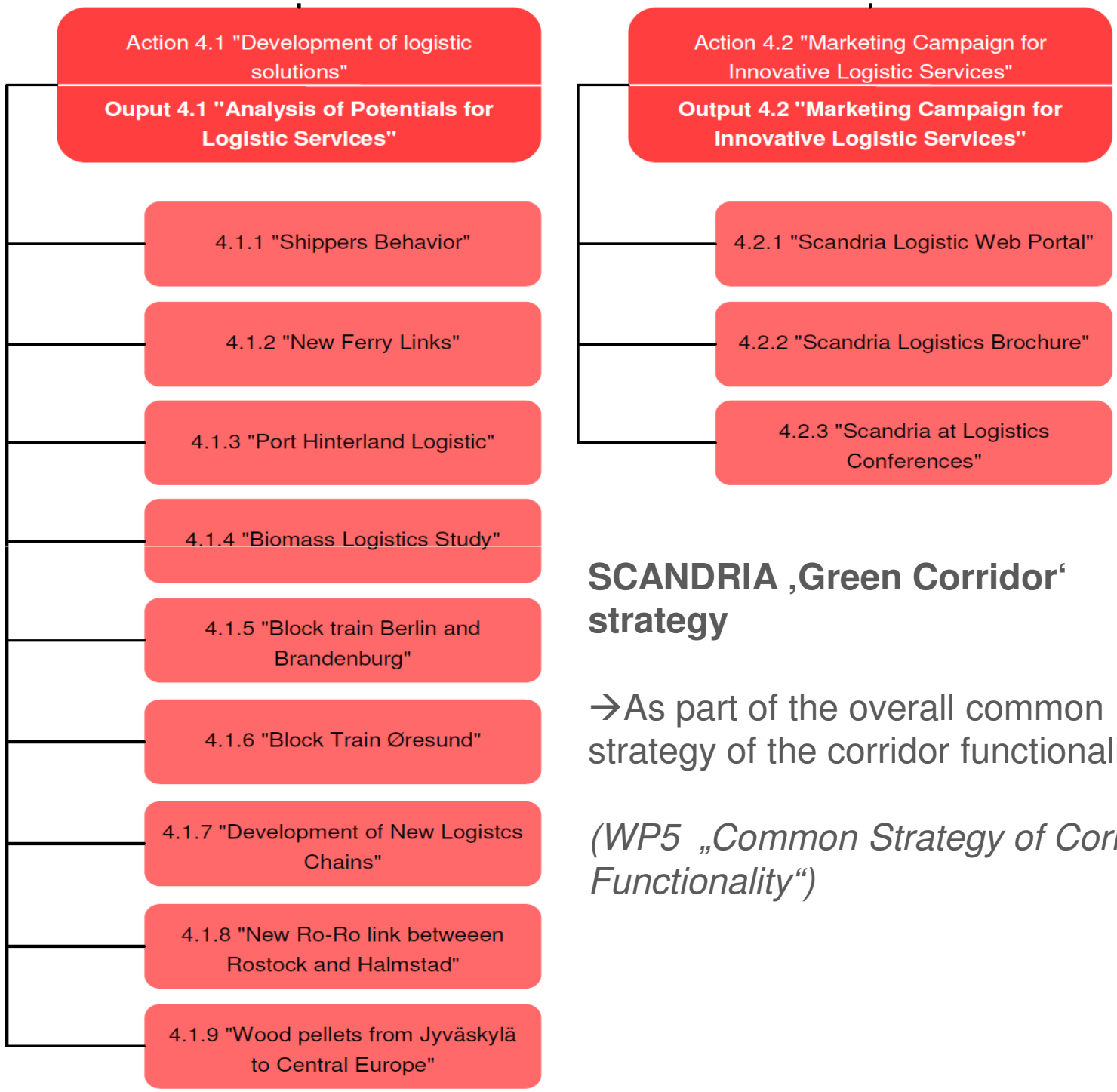

Action 3.1 "Intermodal Node Development"
Ouput 3.1 "Common Strategy on Intermodal Nodes Development"
5 Partial ouputs
3.1.1 "Intermodal infrastructure Gedser and Köge ports"
3.1.2 "Optimised connection of freight distribution centres Berlin-Brandenburg"
3.1.3 "Optimised connection of the Intermodal nodes in the Öresund region"
3.1.4 "Improved connections of -ports of Halmstad, Falken-berg, Varberg to rail"
3.1.5 "Improved intermodal facilities in the Innoroad Freight Terminal Jyväskylä"
Action 3.2 "Improvements in rail traffic"
Output 3.2 "Integrated Concept on Optimising Rail Traffic"
6 Partial ouputs
3.2.1 "Optimizing Timetables ship and Rail"
3.2.2 Case study: "Fehmarnbelt"
3.2.3 "Elimination of infrastructure bottlenecks in the corridor"
3.2.4 "Ferry connection South Sweden – Sassnitz/Rostock"
3.2.5 "Interoperability of train systems"
3.2.6 "Railway lines Gedser – Copenhagen"
Action 3.3 "Heavy Goods vehicle traffic"
Output 3.3 "Concept Optimised Heavy Goods Vehicle Traffic"
5 Partial ouputs
3.3.1 "Intelligent Transport Solutions"
3.3.2 "Intelligent Transport Solutions" - Gothenburg subcase"
3.3.3 "Intelligent Transport Solutions" - Malmö subcase"
3.3.4 "Alternative Fuels in Heavy Goods Vehicle Transport"
3.3.5 "Safety Standards of Truck Stops in the SCANDRIA corridor"



SCANDRIA ‚Green Corridor' strategy

→As part of the overall common strategy of the corridor functionality

(WP5 „Common Strategy of Corridor Functionality")

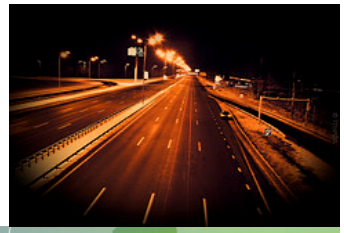
3.2 “Improvements in rail traffic”.

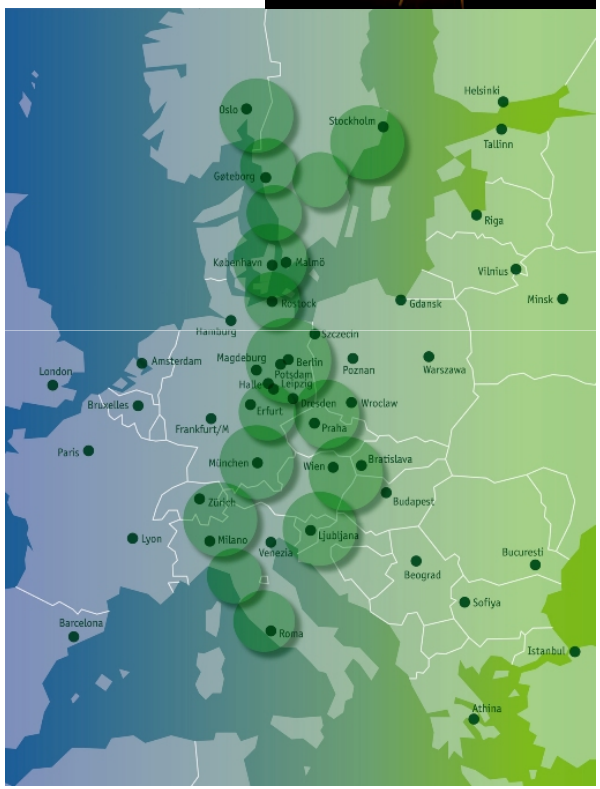
Paper on ”Scandria Railway Corridor Performance 2010” (currently in Draft) by KTH Railway Group

- description of the status quo of the railway system in the corridor

→ Supports identification of bottlenecks and potentials of the corridor (e.g. Used in GC strategy)

→ New projects and improvements are aimed to be integrated in SCANDRIA activties





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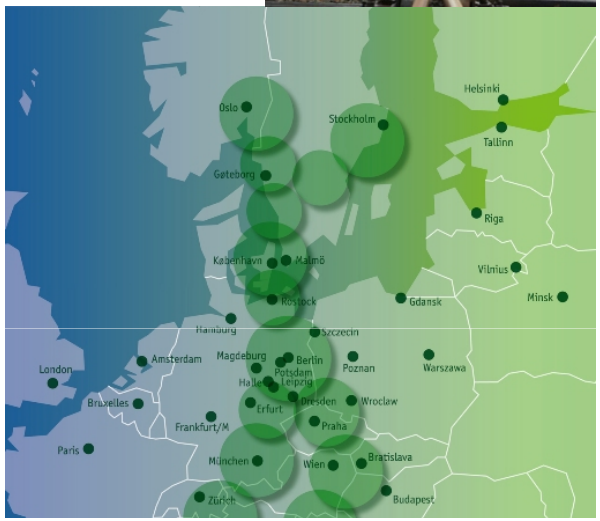
4.1 "Development of logistic solutions" - Scandria Shuttle – (1)

- Analysis of the logistic system in the corridor from a broader perspective, focusing on the elaboration of a block train called "Scandria shuttle"
- Pre-evaluation between route alternatives



	Concept 1	Concept 2	Concept 3
End point	Trelleborg (Sweden)	Trelleborg (Sweden)	Trelleborg (Sweden)
Loading point	*Berlin (Germany)*	*Berlin (Germany)*	*Berlin (Germany)*
Loading point	*Munich (Germany)*	*Munich (Germany)*	*Prague (Czech Republic)*
Loading point	-	-	*Vienna (Austria)*
End point	Verona (Italy)	Villach (Austria)	Koper (Slovenia)

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4.1 "Development of logistic solutions" - Scandinavian Shuttle – (1)

Scandinavian Shuttle

An efficient transportation link between the Continent and Scandinavia

→ Use of same concept for for SCANDRIA shuttle, e.g. Identification of barriers and solutions

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4.1 "Development of logistic solutions" - e.g. Scandinavian Shuttle – (2)

1. DEEPSEA TRANSPORT

Unloading in Rotterdam

Loading directly onto train or barge

2. BARGE OR TRAIN

Daily departures, according to schedule

No costs for warehouses

Track & Correct

3. CROSS DOCKING

Cross docking, warehousing

Situated by river, railroad, airport and road

Track &Correct

4. TRAIN

Scandinavian Shuttle

Multiple locomotive

Daily departures, schedule

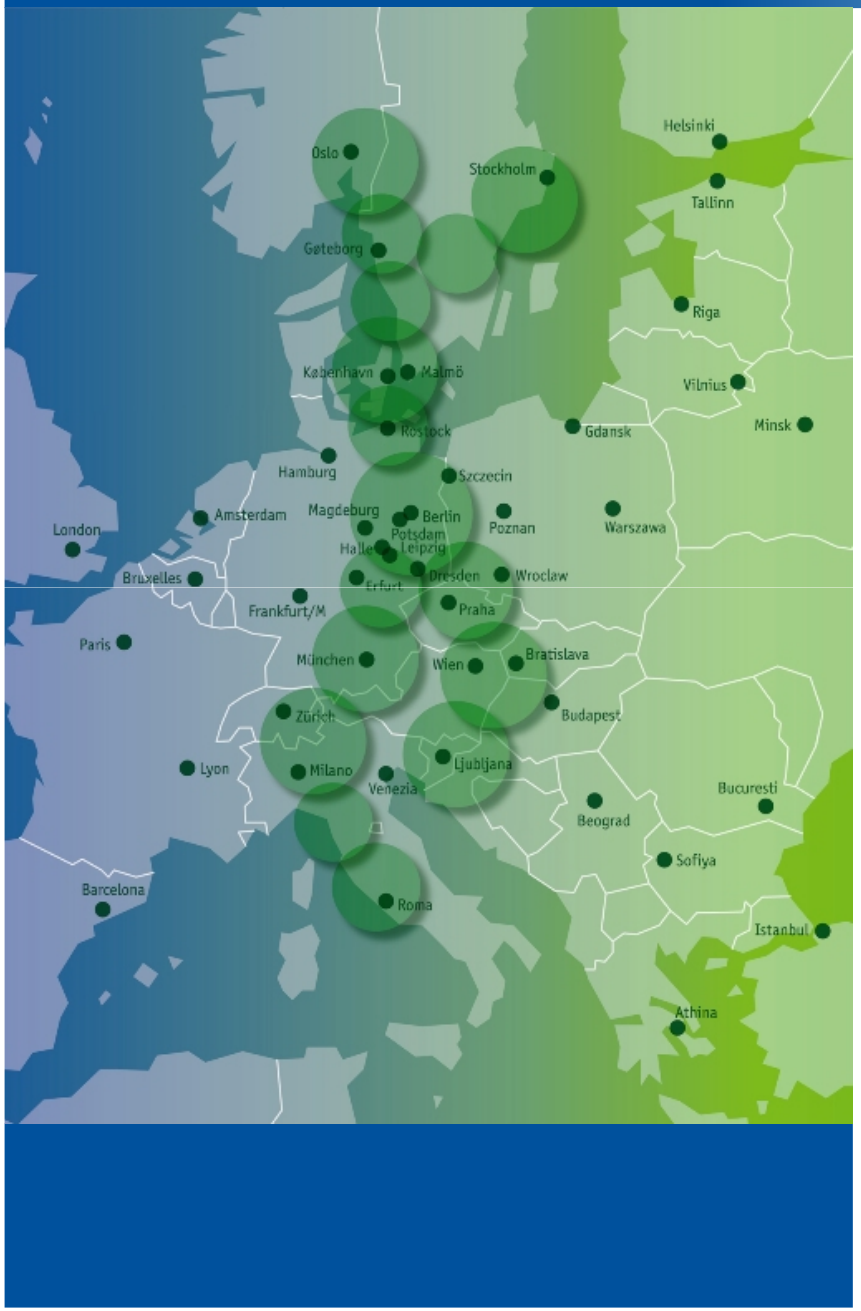
600 FTLs per week

Track & Correct

5. DISTRIBUTION

Just-in-time

Door-to-door



scandria

Let us together ‚green' the transport within the BSR

Thank you for your attention

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4.1 "Development of logistic solutions" - Scandinavian Shuttle – Barriers and Solutions

Barriers and solutions for railway transportation

Three barriers	Three solutions
PUNCTUALITY / RELIABILITY	100% JUST-IN-TIME WITH TRACK & CORRECT
TECHNIQUE – DIFFERENT ATC (TRAIN CONTROL) AND ELECTRICAL SYSTEMS	LOCOMOTIVES WITH MULTIPLE SYSTEMS
MARKET – MONOPOLY, DIFFICULT FOR NEW OPERATORS / TRANSPORTERS	THE SCANDINAVIAN SHUTTLE IS OPEN TO EVERYBODY

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