SCANDRIA Green Corridor Strategy – 1st attempt

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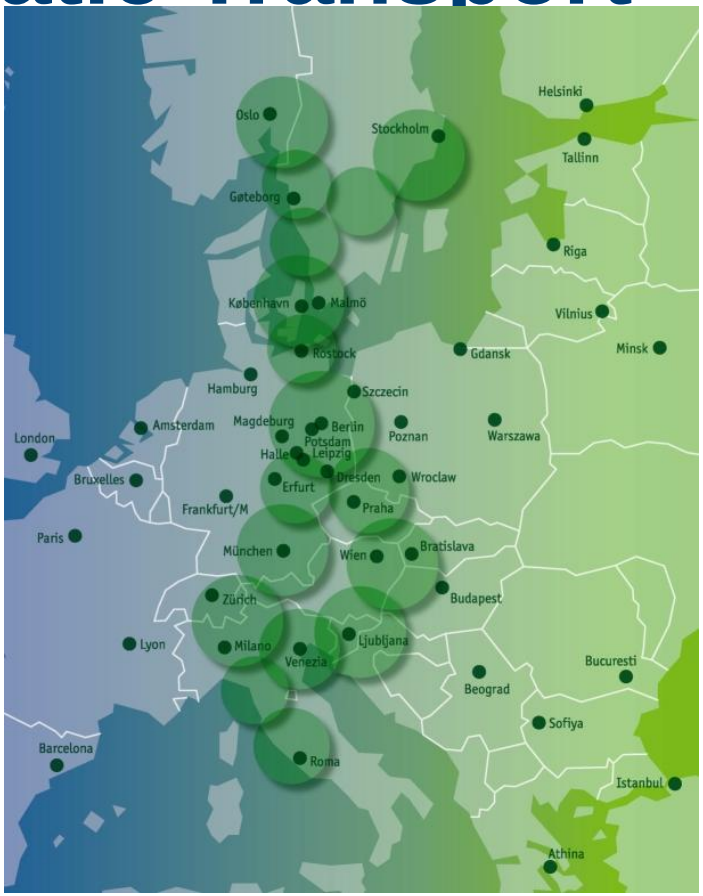
Structure

- The Scandinavian-Adriatic Transport Corridor
- The SCANDRIA project
- The challenge
- The vision
- The strategy
- Pilots

The Scandinavian-Adriatic Transport Corridor

- The entire corridor involves 115 million inhabitants (approx. 25% of all EU citizens) in 11 states and 7 capitals.
- Highest density of capital regions in Europe covering 15 ports, about 300 universities and 75 economic clusters.
- Scandria covers the northern part of the corridor from Scandinavia down to the Capital Region Berlin-Brandenburg including about 15 million inhabitants.



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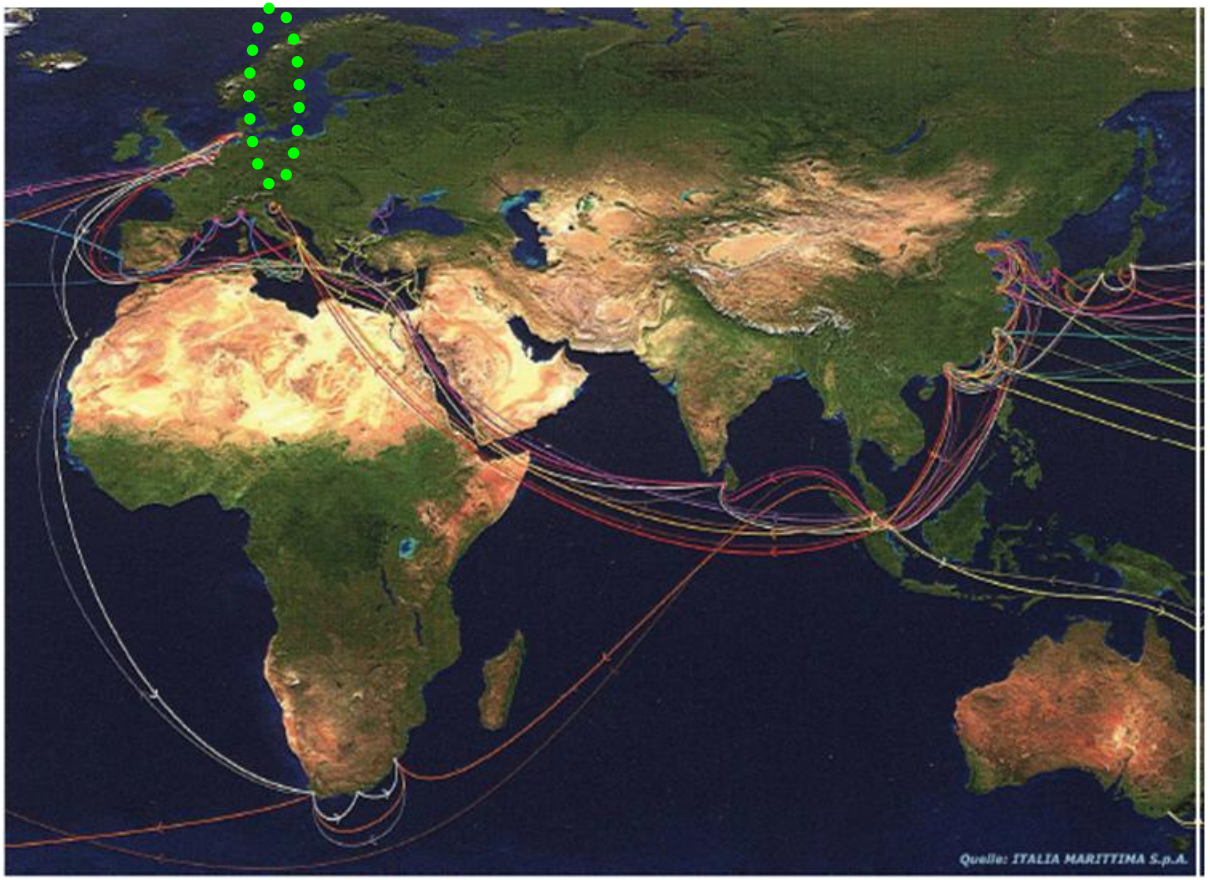
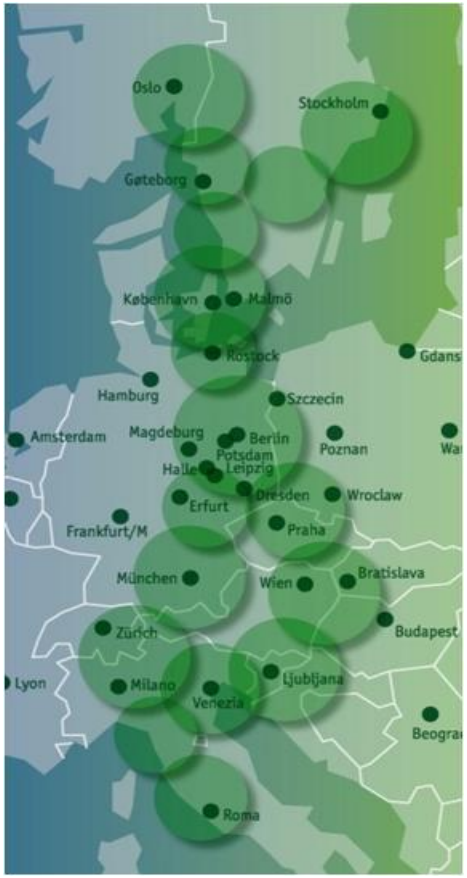
The SCANDRIA corridor in a global context





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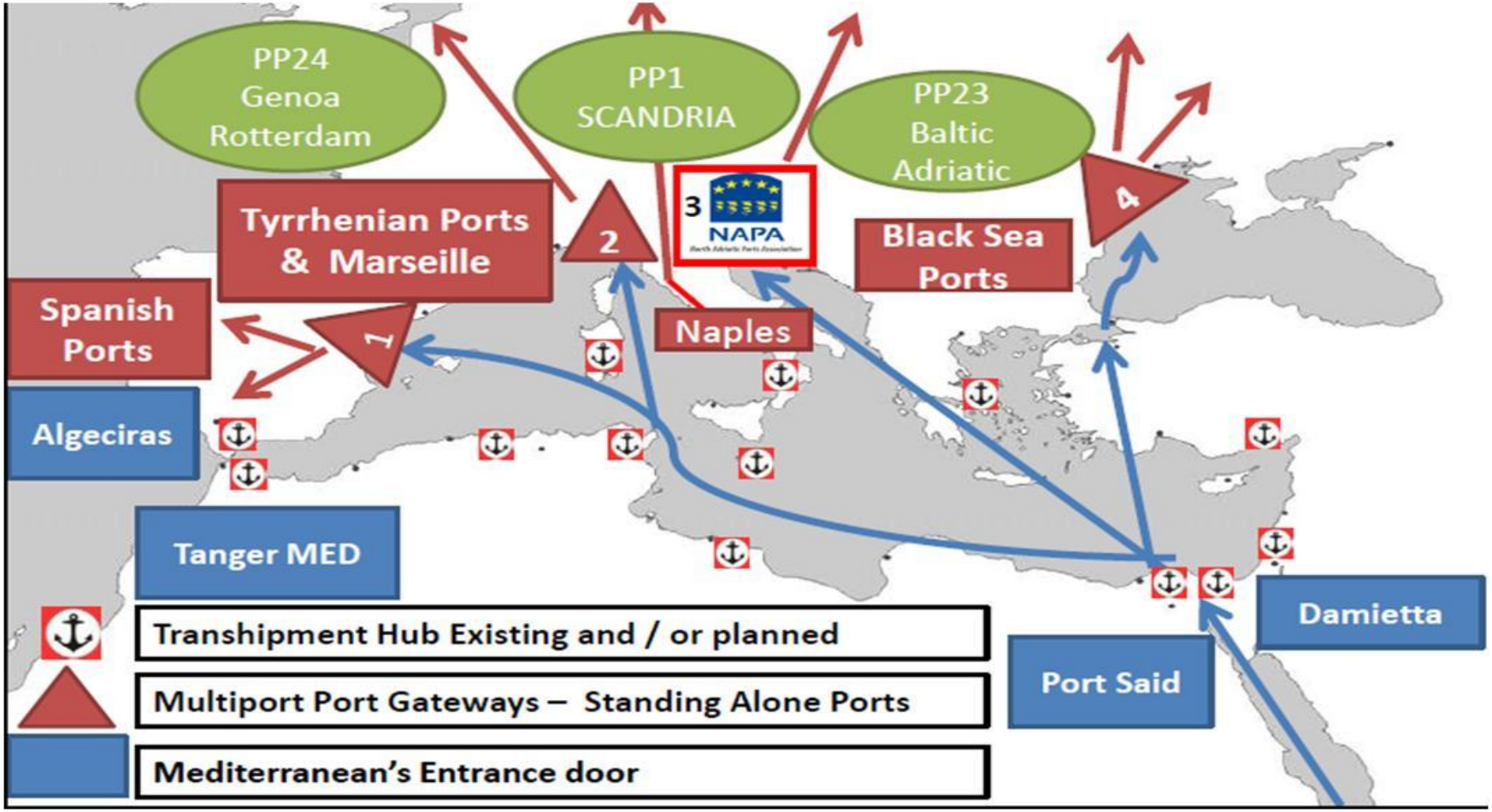
Feeding Europe from the Mediterranean: main port gateways (Paolo Costa)



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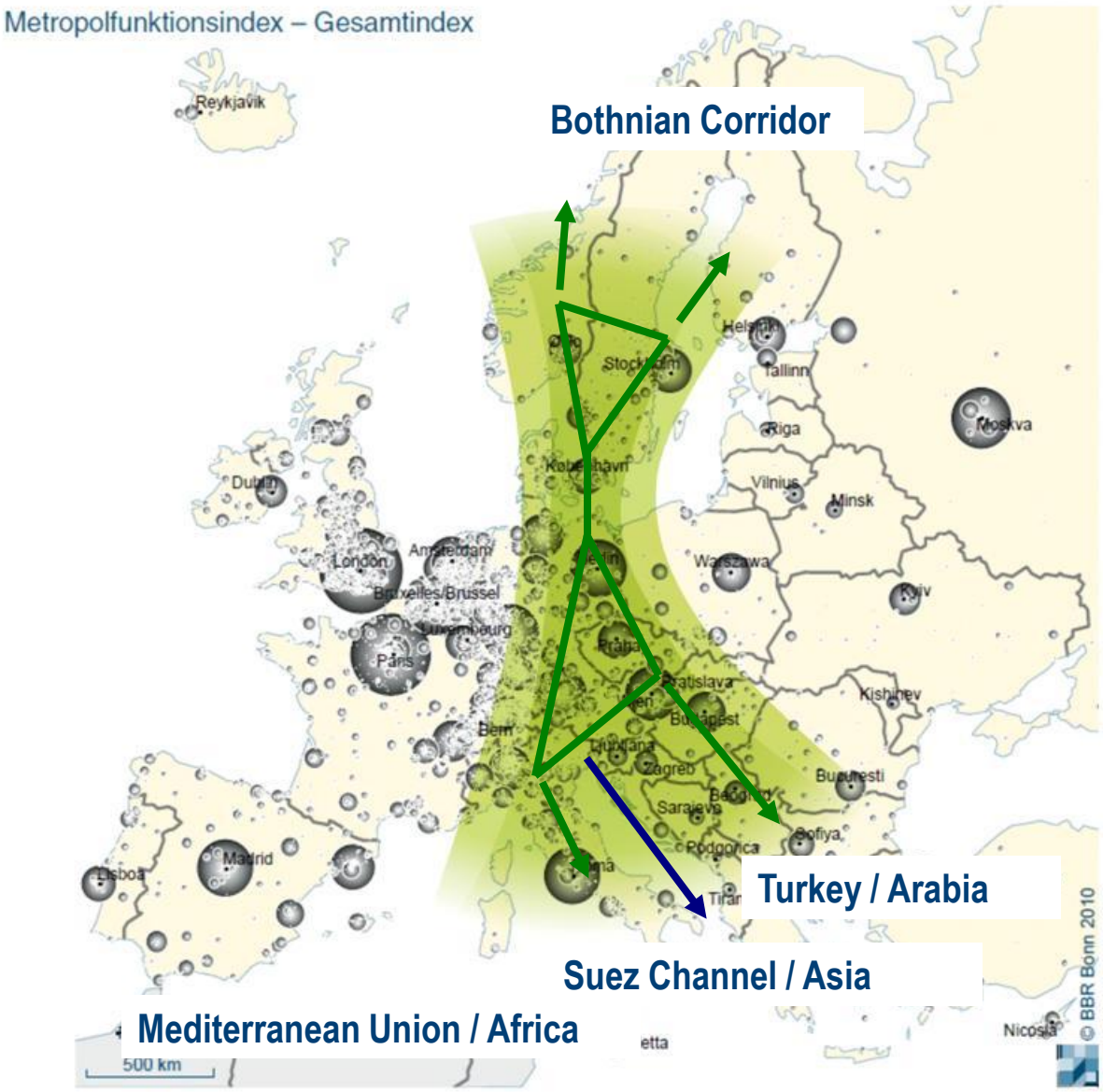
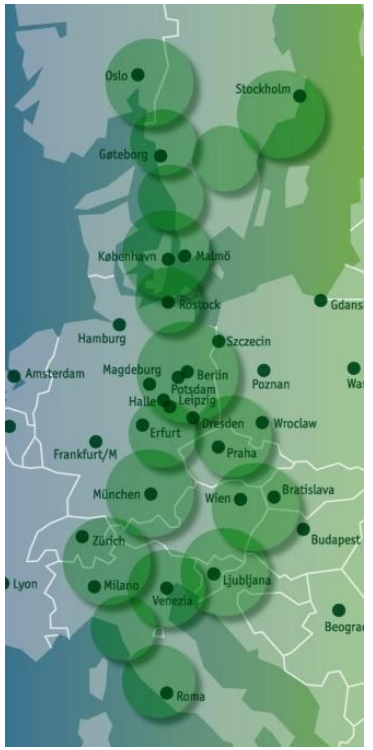
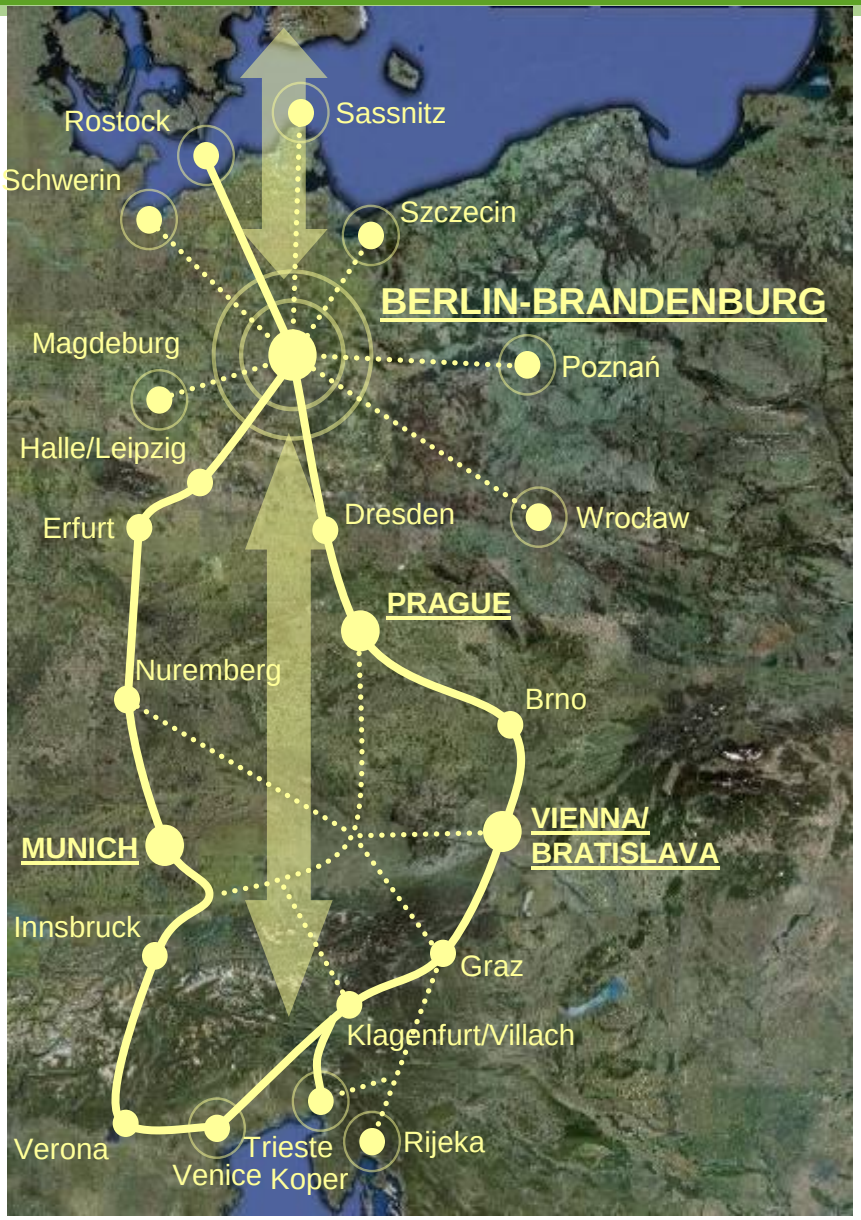
Metropolitan Areas and Transport Axes







SoNorA
South North Axis

TRANSITECTS
Transalpine Transport Architects

Improvement of rail logistic system

- Analysis of potentials in freight transport and infrastructures / services and demands
- Interlinking of logistic initiatives and competence centers
- Pilot studies for transport services and implementation / economic feasibility studies / Pilot Block Trains

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SCANDRIA project objectives

Scandria aims to further develop and promote the Scandinavian-Adriatic Corridor as the primary solution for goods transport between the Baltic and the Adriatic Sea. Its main objectives are:

- **Improving Accessibility**
  The goal is to integrate metropolitan areas and to shorten train travel and transport times between the major cities in Germany and Scandinavia
- **Greening Transport**
  An important aim is to advance innovation in technology in order to further environmentally friendly and green logistic concepts with practical relevance.
- **Motivating Economic Interests**
  Scandria strives to motivate economic interests by emphasizing the advantages of the north-south-axis from the Baltic Sea to the Adriatic.

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Main Objectives

The three pillars of corridor development

Transport Infrastructure

Inter-modal + Rail + HGV

+

Transport Logistics

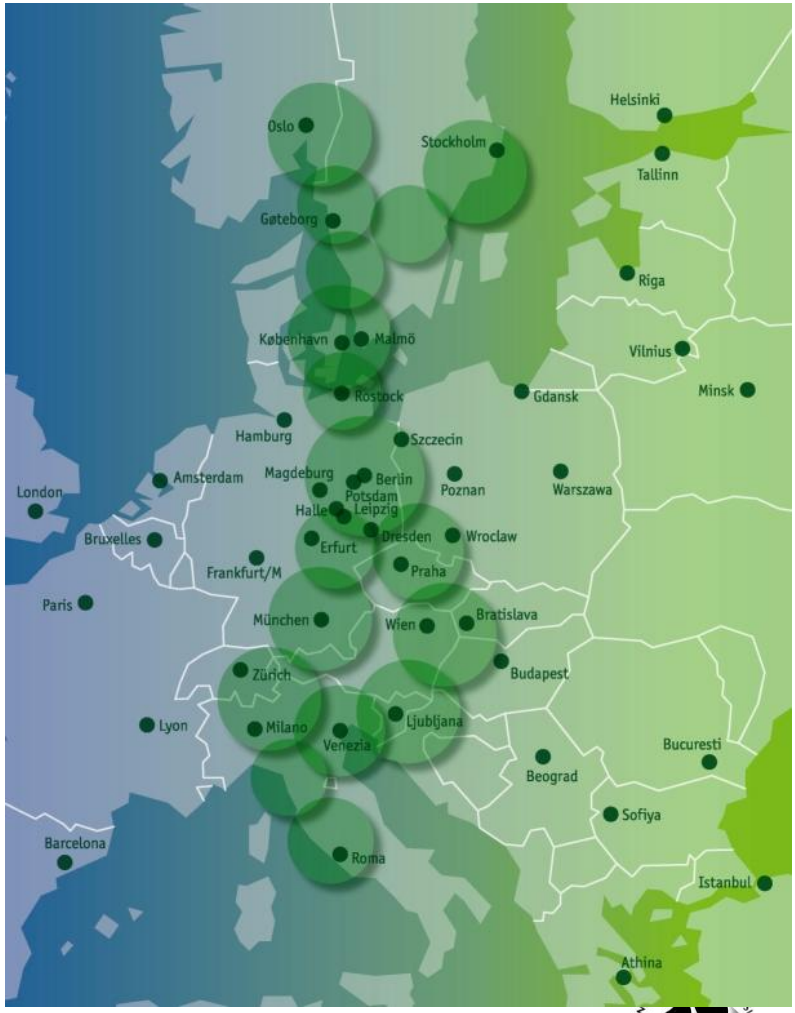
Solutions + Marketing

+

Strategic Development

Process + Vision + Policy

=



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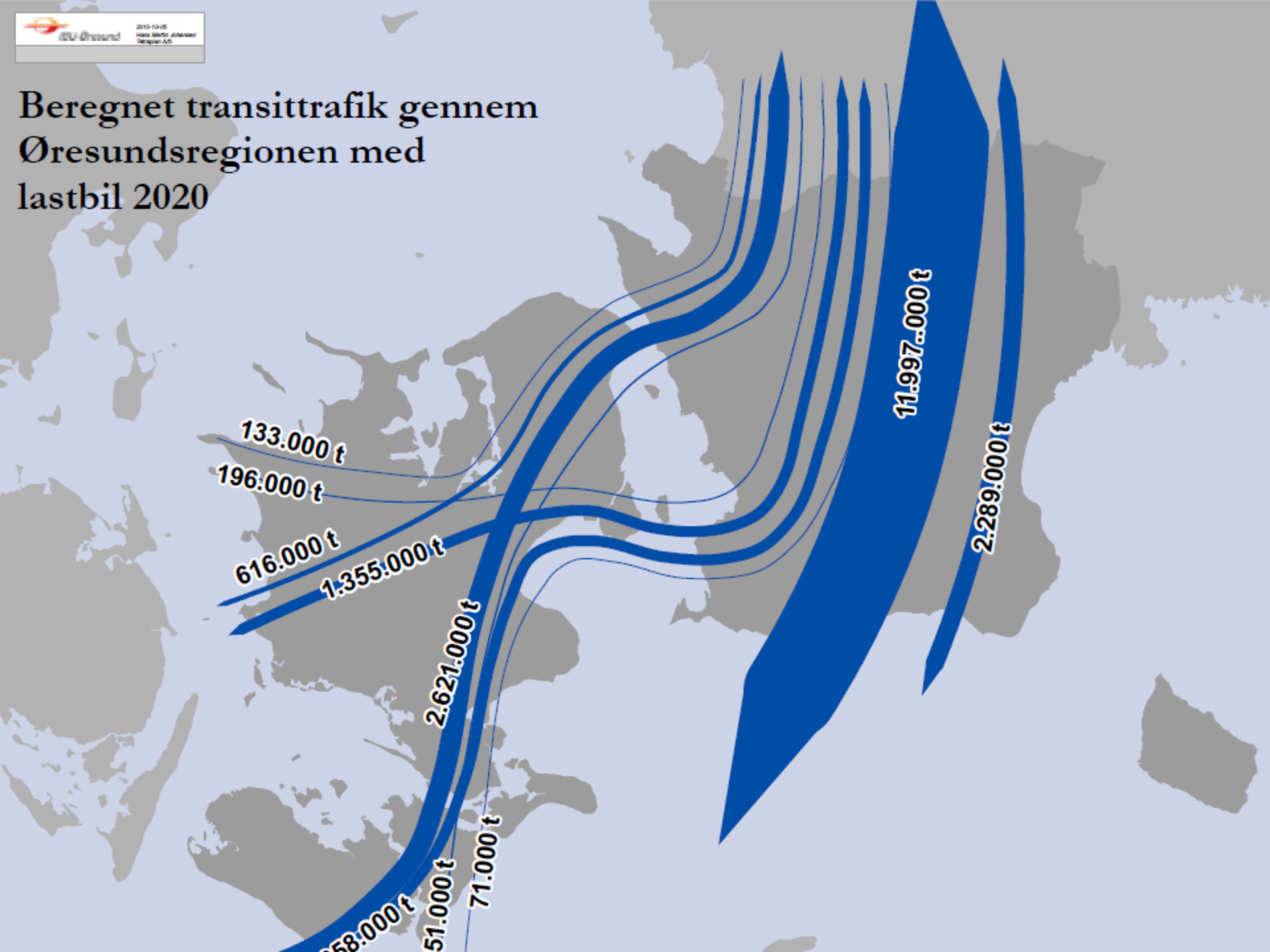
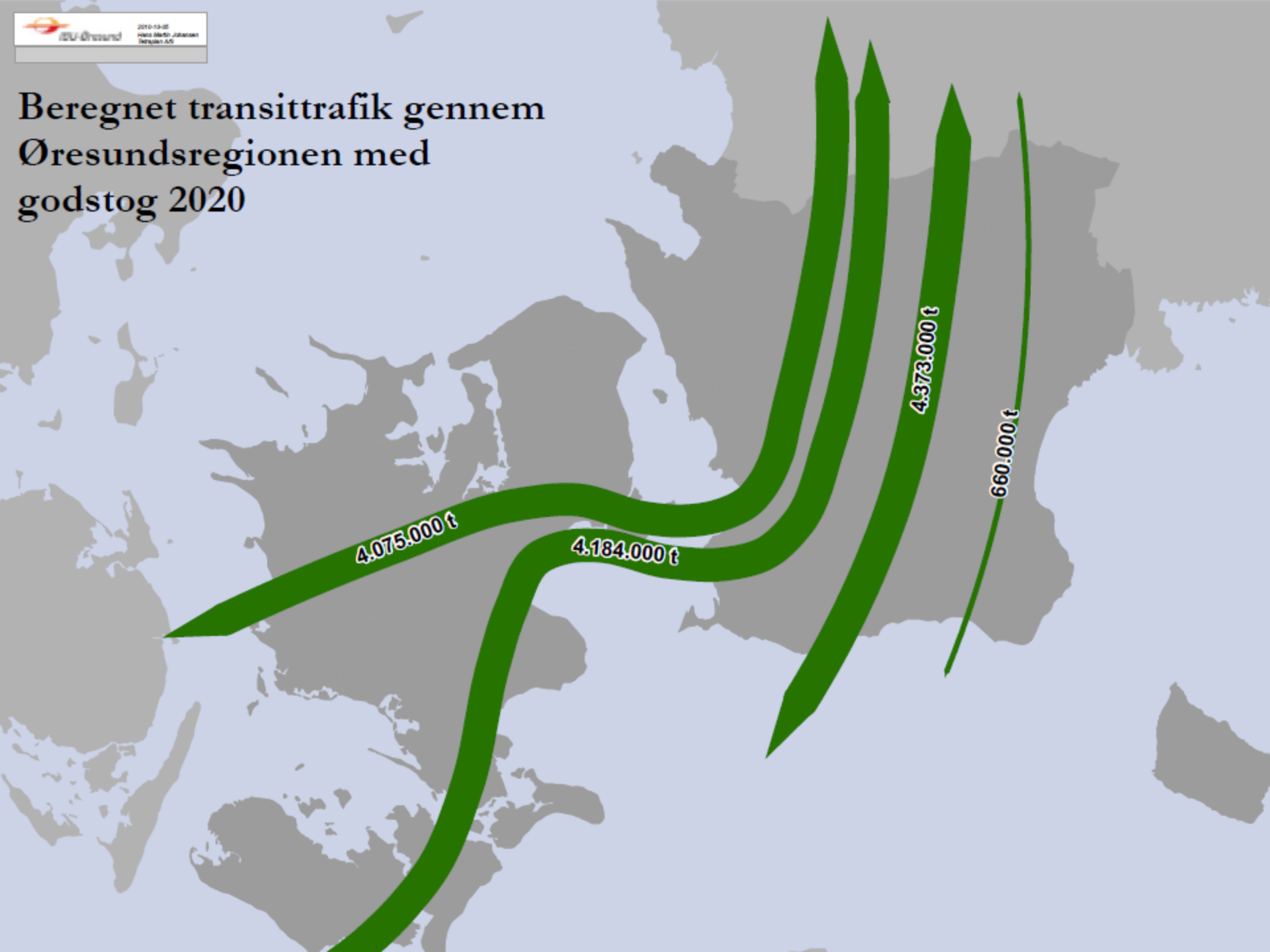
Beregnet transittrafik gennem Øresundsregionen med lastbil 2020



Beregnet transittrafik gennem Øresundsregionen med godstog 2020



SCANDRIA Green Corridor Vision

- By 2030 the northern part of the Scandinavian-Adriatic transport corridor will be one of the most innovative, environmentally friendly, sustainable, efficient and safest connections for freight transport in Europe
  - Innovative infrastructure and low carbon transport
  - An interoperable transport system
  - Open, accessible and compatible solutions for Intelligent Transport Systems (ITS)
  - Intermodal transport
  - Green and optimised ferry links
  - Test corridor for innovative solutions

The SCANDRIA Green Corridor Strategy

- A corridor of terminals
  - Efficient terminals (harbours and rail/road)
  - Certification of terminals (technology, ownership, organisation, significance in corridor)
- A corridor of connections
  - Improved railway connections
  - Green vessel technologies
  - Higher utilization rate/concentration of freight flows
  - Harmonization of standards and regulations
- A corridor of innovation
  - Corridor = transport corridor + interaction with surrounding community + interaction with infrastructure
  - Intelligent Transport Systems (ITS)
  - Innovative approach to alternative fuels e.g. biogas and electricity
  - Innovative approach to governance of corridor (transnational)

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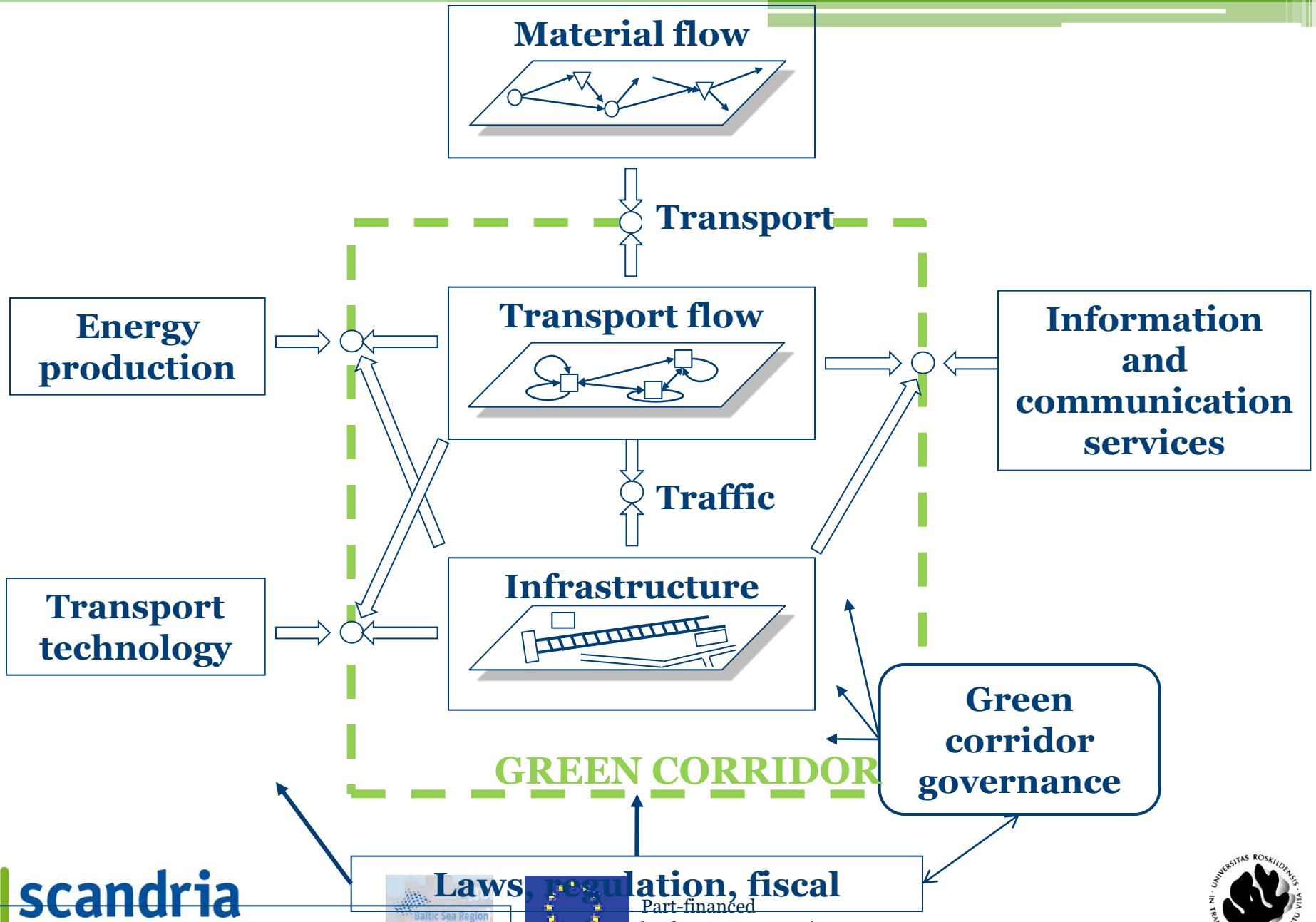

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Biogas corridor

- Three countries – three approaches to biogas/CNG in transport
- Establishing a coherent system
- Establishing business opportunities and cross-border business cooperation

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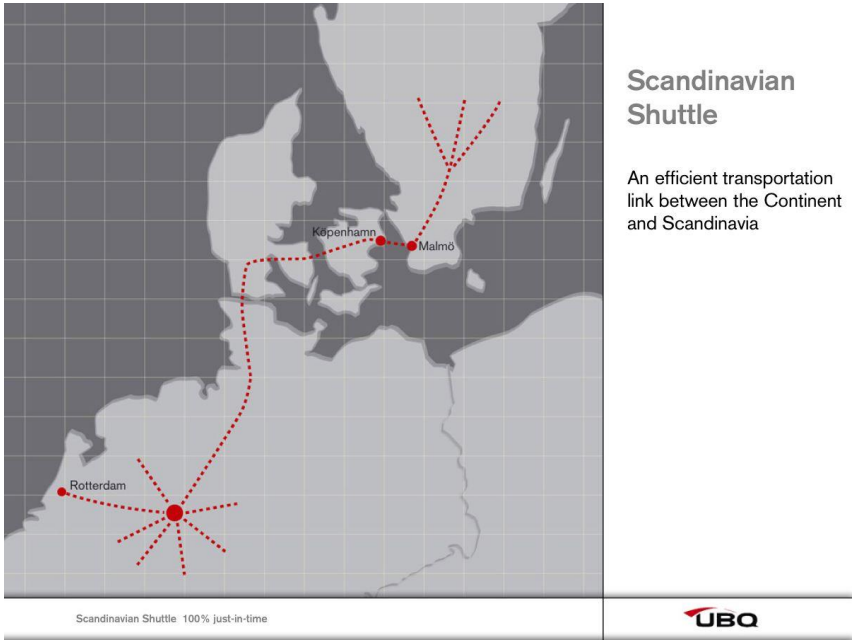
Establishing a block train operation between Sweden and Czech Republic



- Inspiration from the Scandinavian Shuttle (2006-2010)
- Short/medium time perspective
- Including ferry operation via Trelleborg
- Procedure
  - Identify shippers in Sweden and Czech Republic
  - Concept development (carriers, service providers, shippers, plans for consolidating freight
  - Establish a Marco Polo II project

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The Fehmarn Belt fixed link 2020

- A window of opportunity for rail freight transport in SCANDRIA
- Bottlenecks have to be removed so that the Fehmarn Belt connection is also pointing at MV and BB (Bad Kleinen, Lübeck-Büchen)
- Requirement of minimum speed of 120 and eventually 160 kph across Fehmarn Belt
- Scandinavia-Europe rail freight capacity can increase significantly by using rail and terminal capacity in Eastern Germany

A new concept for rail freight transport

- ERTMS enables more advanced train management and 'solutions' for the passenger train – freight train conflict
- The pricing system for rail time slots must be optimized to support best use of track
- Actions
  - Documentation of feasibility of transnational approach
  - Assure that national investment decisions meet high ambitions

Thank you!