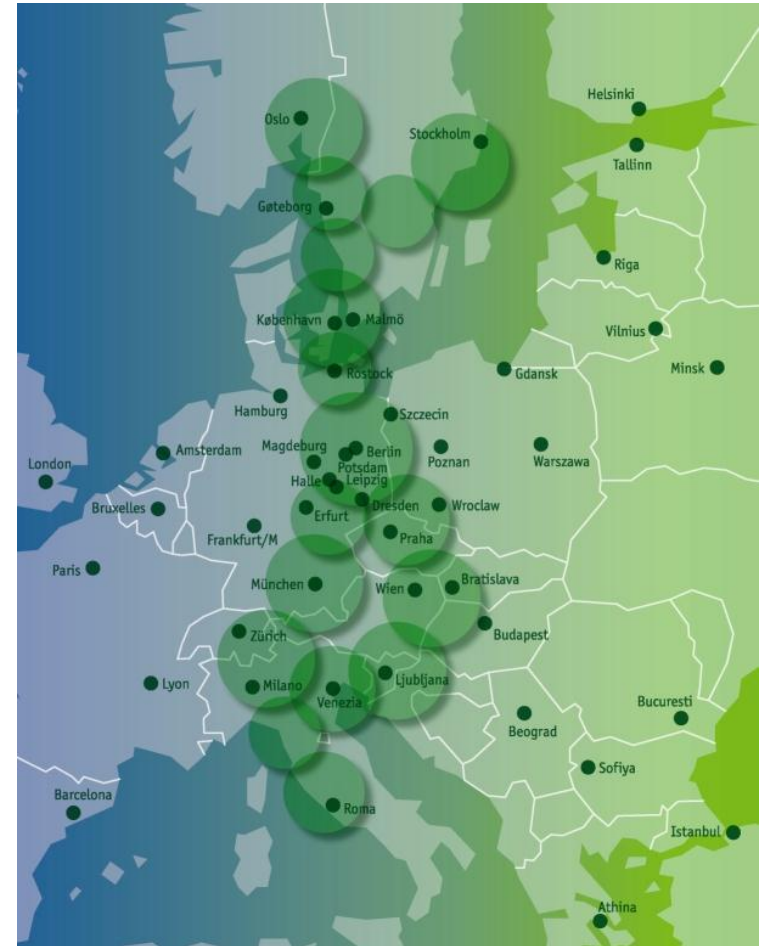


SCANDRIA Green Corridor Strategy

Per Homann Jespersen
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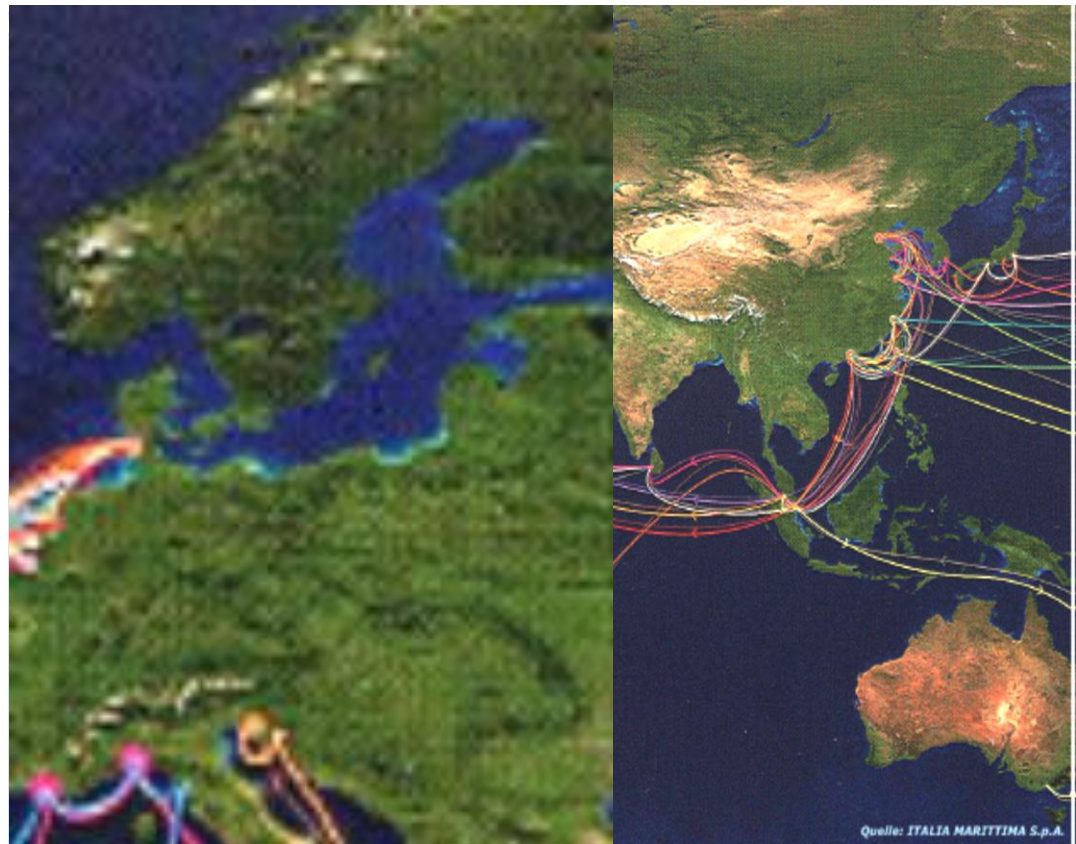
The Scandinavian-Adriatic Corridor (SCANDRIA Corridor)

- 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.
- The SCANDRIA Project covers the northern part of the corridor from Scandinavia down to the Capital Region Berlin-Brandenburg including about 15 million inhabitants.



Vision of the SCANDRIA corridor

- Container flow Europe-Asia
- A new north-south transport corridor in Europe

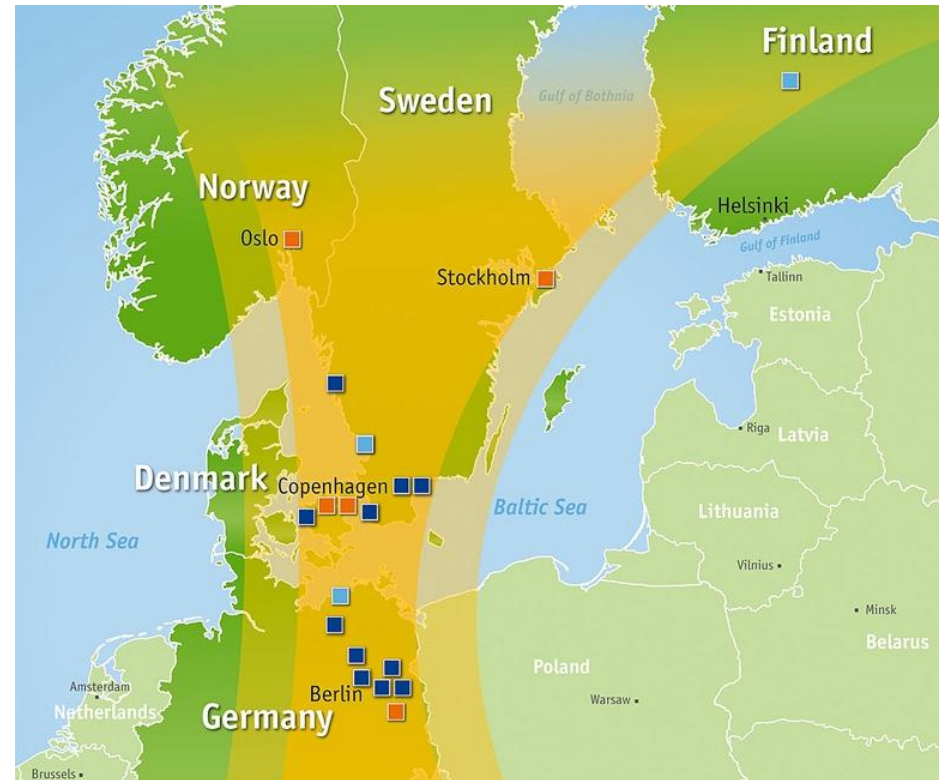


The SCANDRIA Project

- 19 partners from Germany and Scandinavia
- Representing business, administrations and research institutions.
- Funded by the Baltic Sea Region Programme of the European Union.

Total budget: 3.8 Mio Euro
ERDF funding: 2,8 Mio Euro.

- Duration: June 2009-September 2012



SCANDRIA Green Corridor Strategy

- Part of the overall strategy, also including
 - logistics
 - infrastructure
 - investment
 - institutional cooperation
 - business cooperation
- A general structure of strategic work
 - Visions
 - Strategies
 - Action plans
- A pragmatic approach
 - how can we make freight transport in the corridor greener
 - how can the partners influence development
- A preliminary version

Green corridor vision

- Modern, efficient and ‘greener’ transport solutions that highlight co-modality for terminals and connections.
- Harmonised regulations and standards for terminals and connections that support interoperable and reliable transport solutions but do not prevent innovation.
- Innovative transport infrastructure that encourages economically attractive sustainable logistic solutions (green logistics).

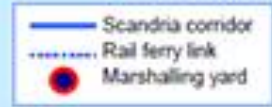
Strategy - corridor of connections

- A network of block trains with with efficient links to east-west corridors
 - The block trains will outperform other land transport modes economically and environmentally, due to
 - High capacity utilization (long trains)
 - Fair pricing for all freight transport
 - High environmental standard of the rail system

Rail Freight Corridors 2011



Rail Freight Corridors 2020



Source: Hans Boysen, KTH

Strategy - corridor of terminals

- A network of time and cost efficient terminals (ports and road-rail)
 - open access
 - competitive
 - high technological standard
 - high level of standardization

Strategy - corridor of innovations

- ITS solutions for advanced management of transport and consolidating freight flows
 - 'paper free' freight transport
 - electronic travel planner for freight
- An infrastructure for renewable energy supply for trucks along the SCANDRIA corridor
 - beginning with biogas – later on other energy sources and carriers

Action plan 1

- Setting up pilot block train schemes with EU-support
 - High reliability – backed up by truck transport
- Coordination of standards for rail between national authorities for new and rebuild infrastructure
 - Length of train
 - Axle load
 - Profile
 - ...
- Coordination of train management across the countries

Action plan 2

- High standard for Fehmarn Belt fixed connection
 - Minimum velocity of 120 kmh on fixed connection
 - Infrastructure improvement the 'Bad Kleinen' curve
- Establishing a network of open access terminals in the corridor with certified levels of operations
 - Initiator for ITS projects to
 - Reduce bureaucratic load for transport buyers
 - Establish measures for consolidating freight streams, i.e. electronic freight transport planner

Action plan 3

- Establishing an infrastructure of liquified biogas stations from Göteborg/Stockholm to Berlin
 - using liquified natural gas as a transition technology
 - bringing together companies, authorities and knowledge institutions cross-border to
 - propose common standards
 - initiate collaboration
 - initiate business opportunities
- Innovative approach to corridor governance
 - SCANDRIA alliance
- Improve knowledge on co-modal transport

Tack så mycket!

