

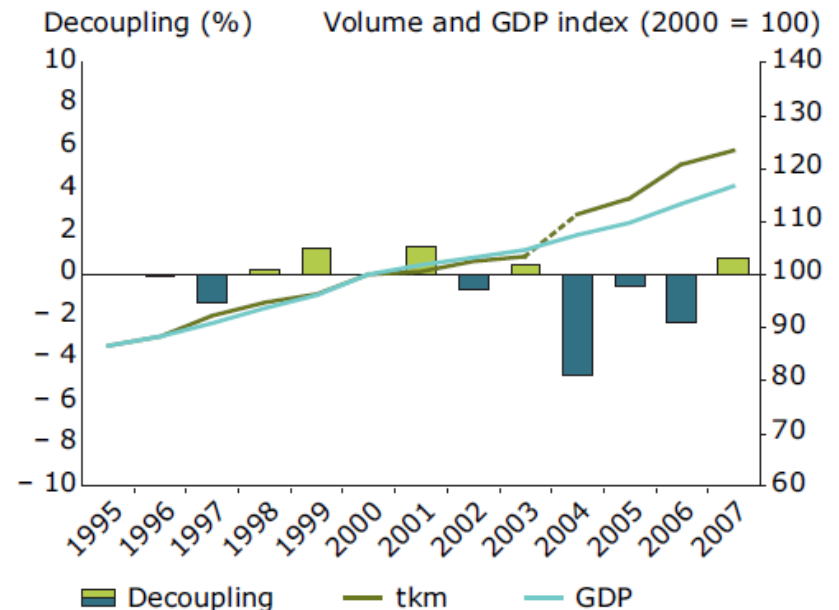
Sustainable goods transport in the Fehmarn-Øresund corridor

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The challenge

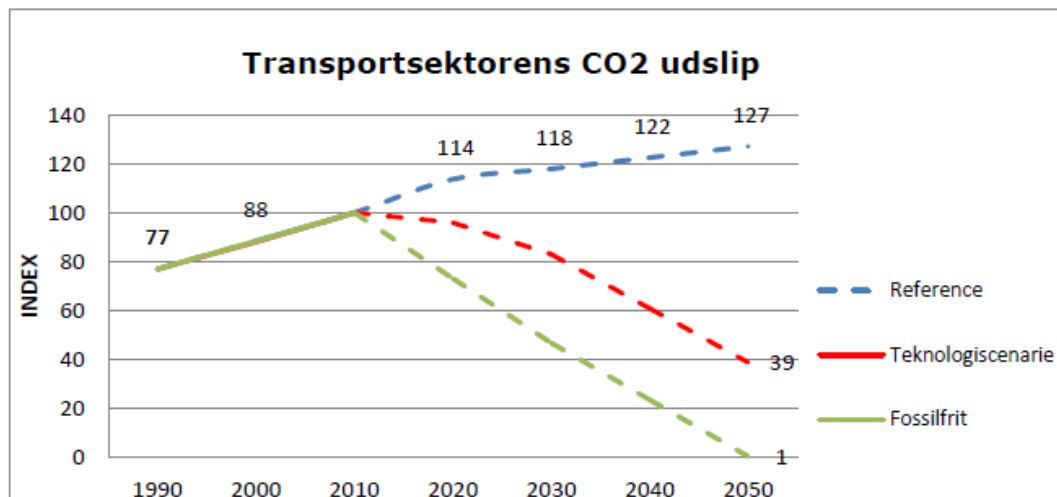
- EU White Paper 2001:
Decoupling transport
from the economy
- The climate challenge –
reduced GHG emissions
 - DK Gvt. 40% by 2020
 - Fossil free by 2050
- *How can we develop a
freight transport system
that can
maintain/increase
mobility of goods with
limited GHG emissions?*



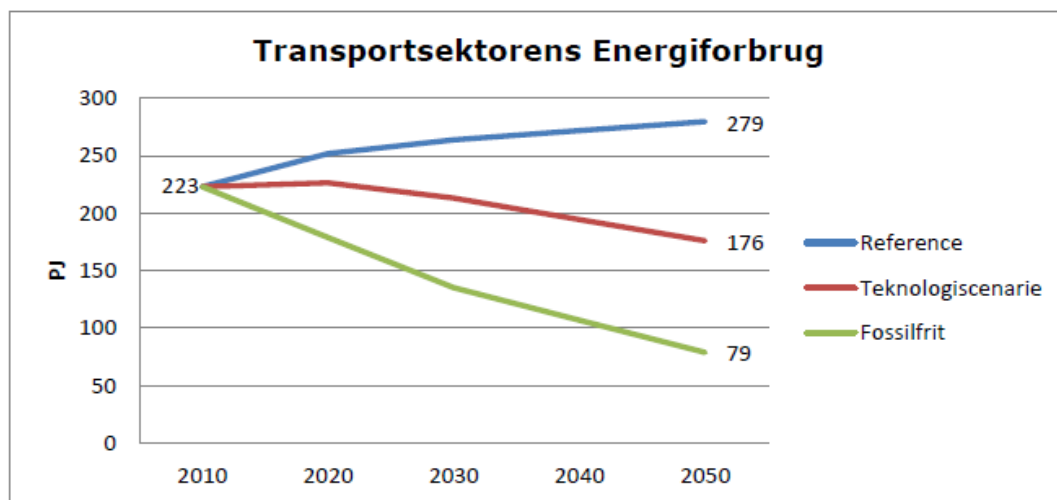
Source: EEA (2010)
TERM 2009

Fossil free transport system in DK 2050

- Limited biomass resources
 - HGV road transport
 - Aviation
 - Maritime
- Massive transfer from road to rail
 - However limited potential for national freight transport
- Increase in load factors



Figur 1 Transportsektorens CO2 udslip index, 2010-2050 i 3 scenarier



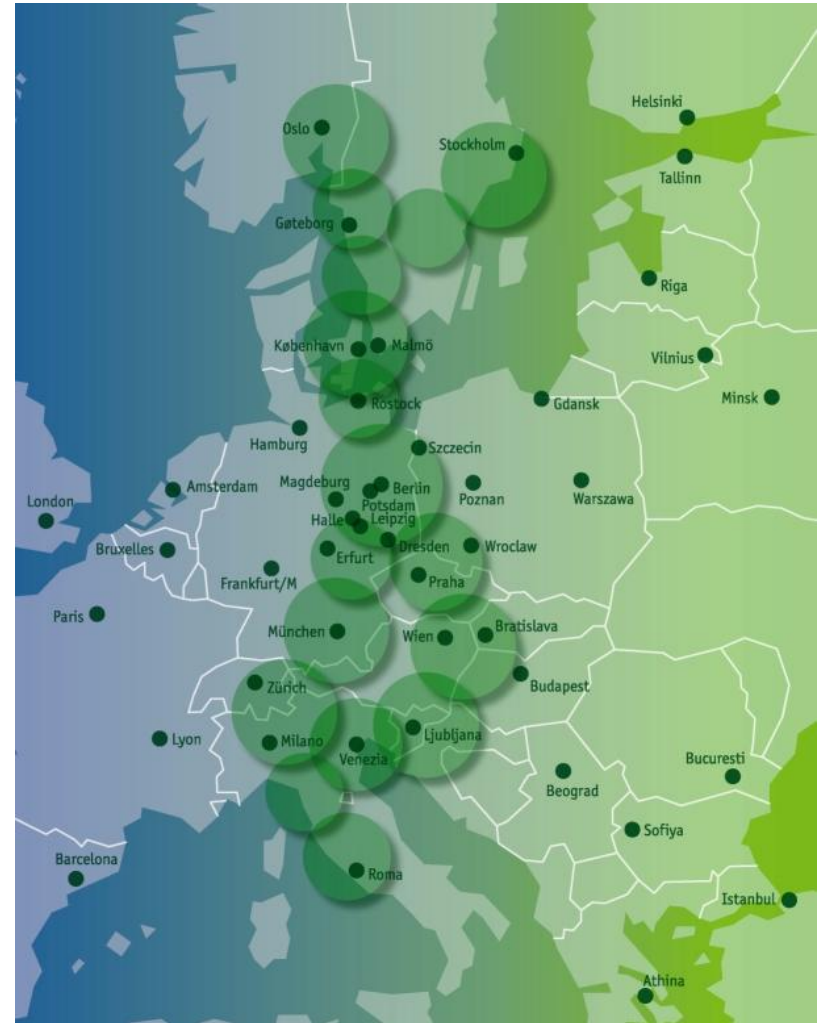
Figur 2 Energiforbrug (tank to wheel) for danskernes transport i de tre scenarier.

What can we do now?

- ‘We’ = actors from
 - Business
 - Regional governments
 - Knowledge institutions
- Green corridor strategy
 - Not a part of European strategies
 - A pragmatic approach
 - Initiatives that can help governments in their climate strategies
- Fehmarn Belt Link – a window of opportunity

SCANDRIA Green Corridor Strategy

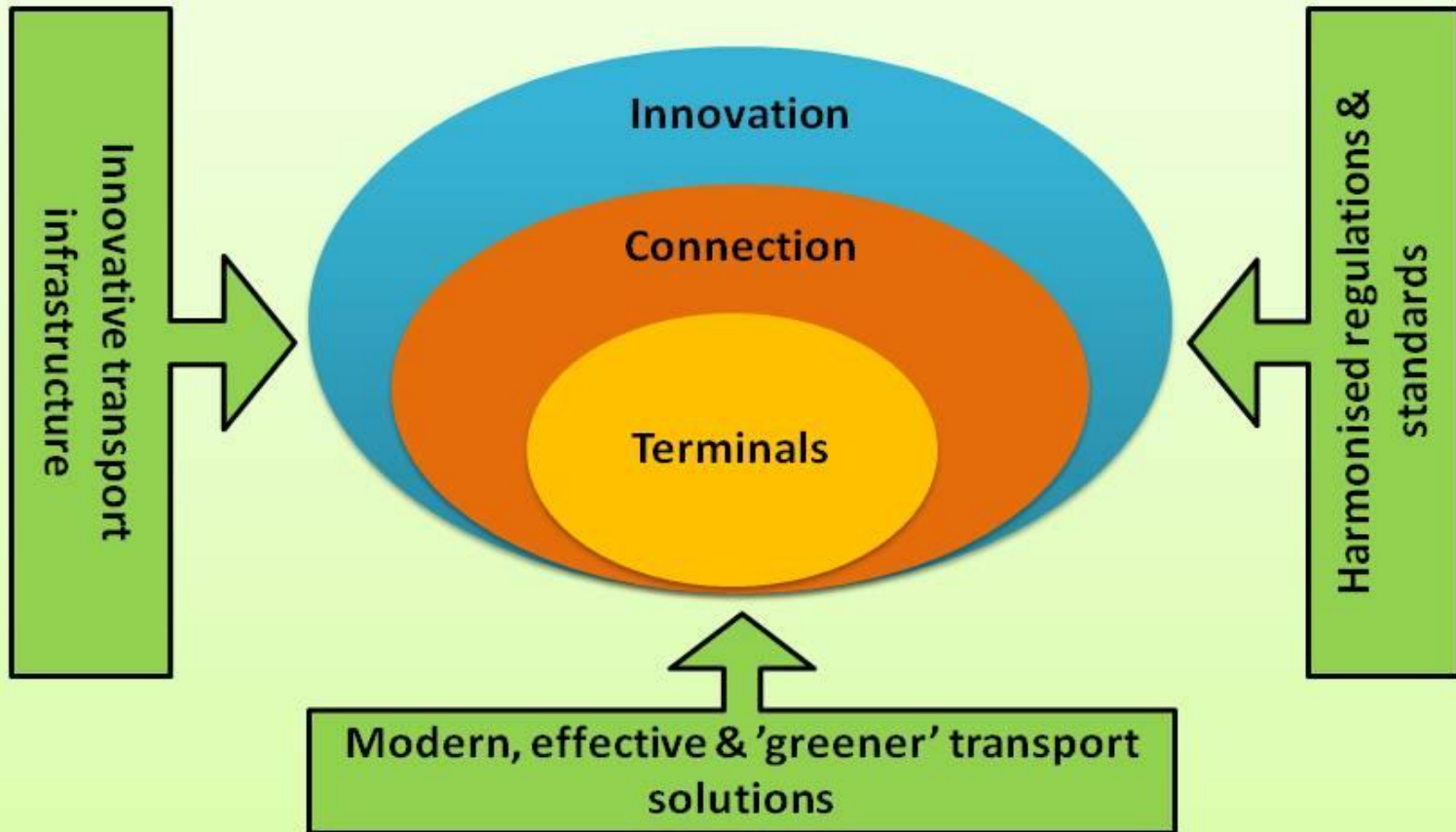
- Scandinavian-Adriatic Corridor
- SCANDRIA project
 - Berlin/Brandenburg
 - Mecklenburg-Vorpommern
 - Region Sealand
 - Region Scania
 - Trafikverket
 - Roskilde University
 - and others
- Vision
 - A new north-south transport corridor in Europe
 - A shorter route Asia-Suez-Adriatic Sea-Northern Europe



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).

Scandria Green Transport Corridor



Strategy – corridor of connections

- A network of block trains 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

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

- 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

Fehmarn Belt Link – a window of opportunity

- New business collaboration opportunities
- A green corridor – actually being able to exploit the opportunities of the fixed link despite rising oil prices and/or climate taxes
- High standard for Fehmarn Belt rail link
 - Minimum velocity of 120 kmh on fixed connection
 - Speeding up double tracking Puttgarden-Lübeck
 - Infrastructure improvement the 'Bad Kleinen' curve
 - Transnational rail operations management

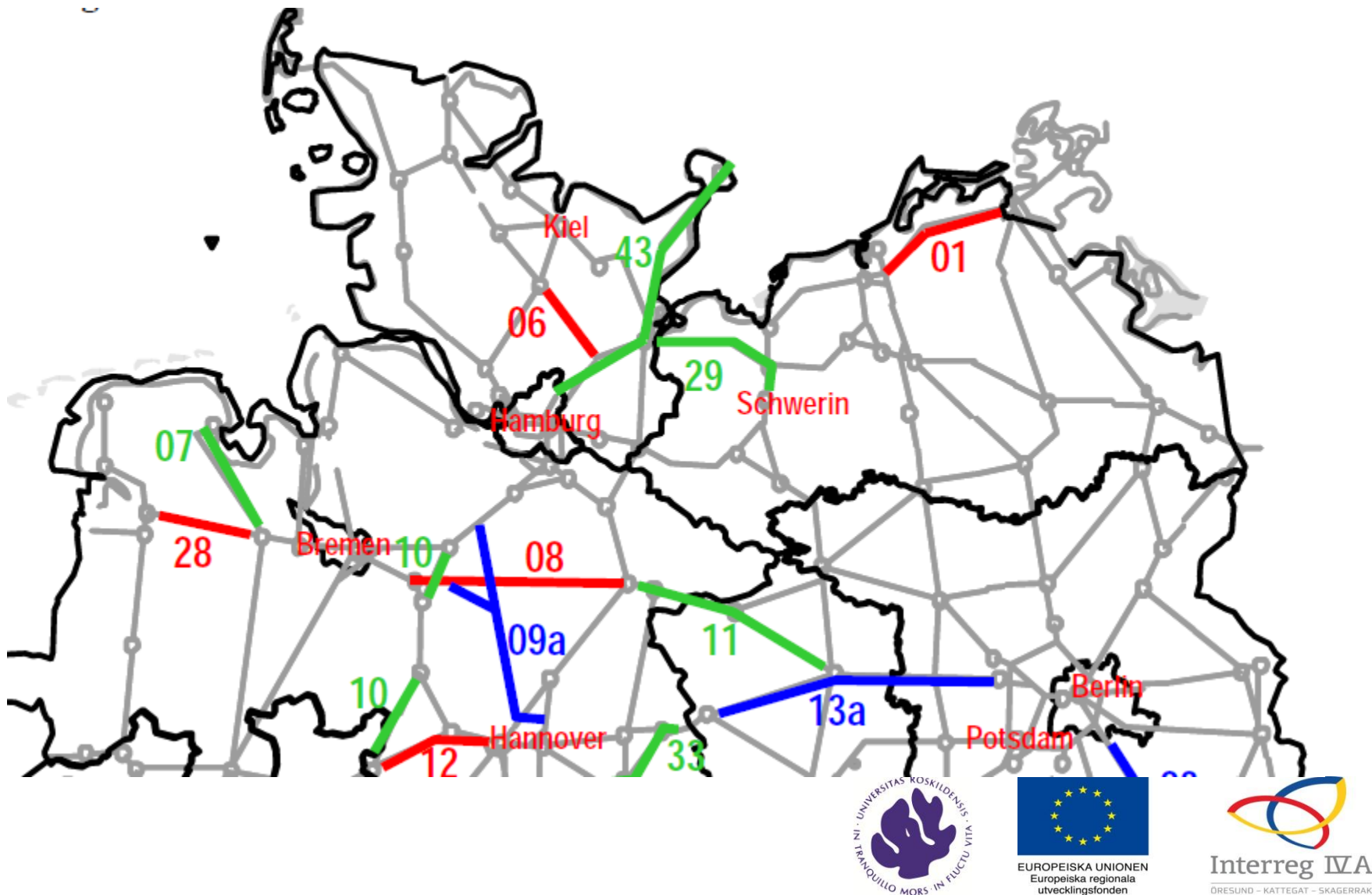
Bottlenecks
on rail 2025
(after 29
improve-
ments)



Thank you



Result of 2010 B/C-analysis of rail projects

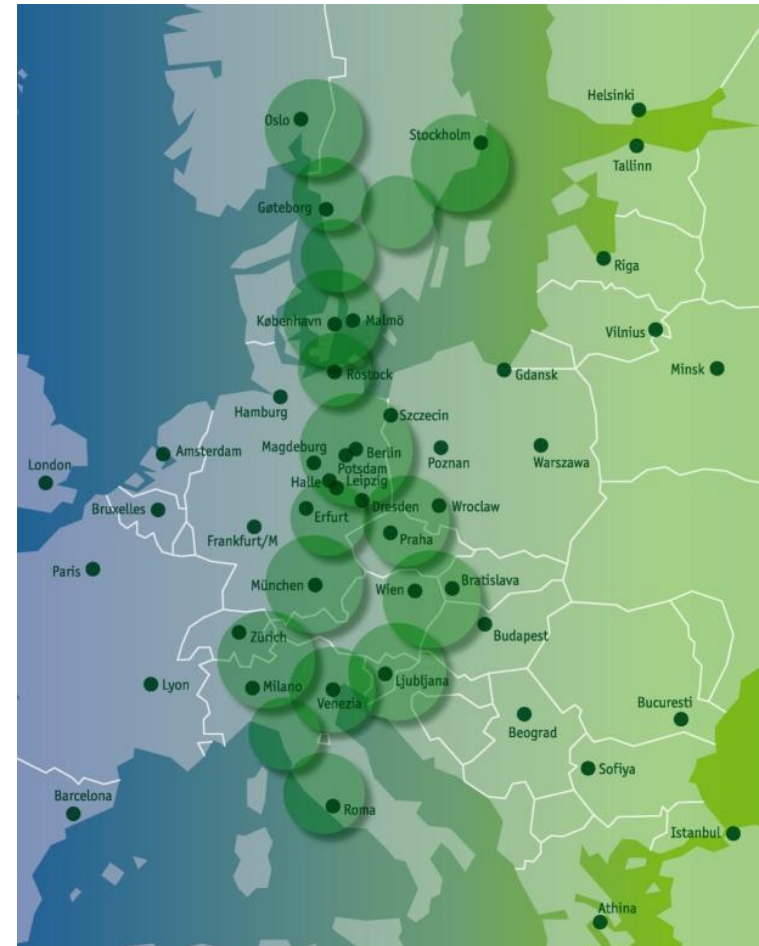


Thank you!



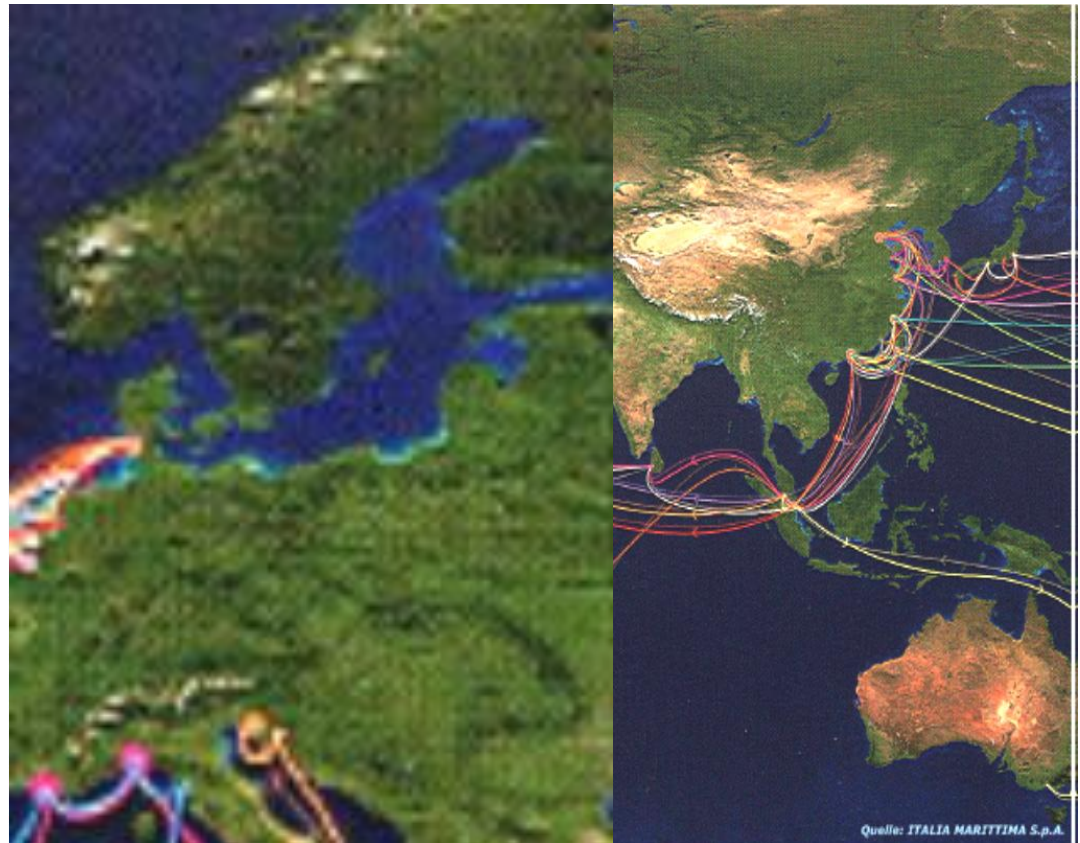
The Scandinavian-Adriatic Corridor (SCANDRIA Corridor)

- 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

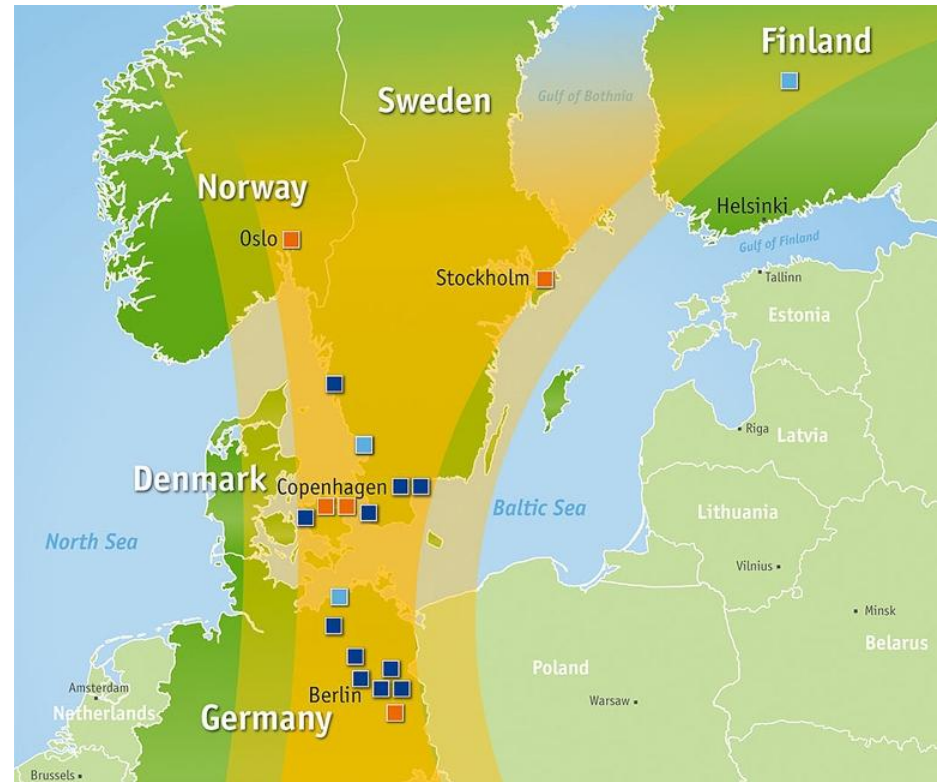


The SCANDRIA Project

- 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