

Green Corridor Cooperation in the Baltic Sea Region and beyond

The Scandinavian Adriatic Development Corridor

Horst Sauer, Sven Friedrich
Gdansk, October 2011

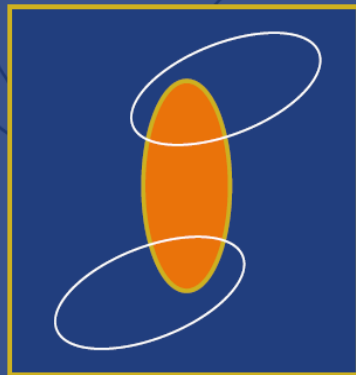
Cooperation and Political Impact



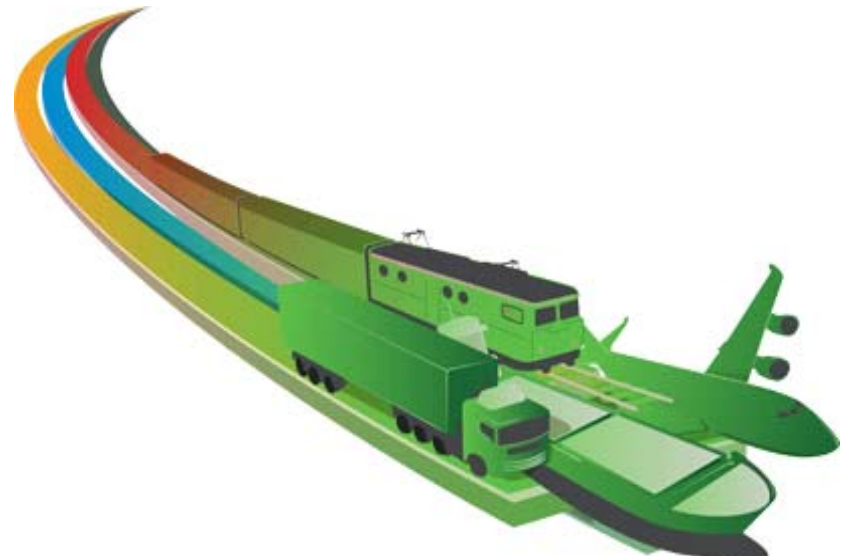
The North-South-Initiative

Die Nord-Süd-Initiative

zur Entwicklung
eines neuen
Wirtschaftsraumes
in Europa

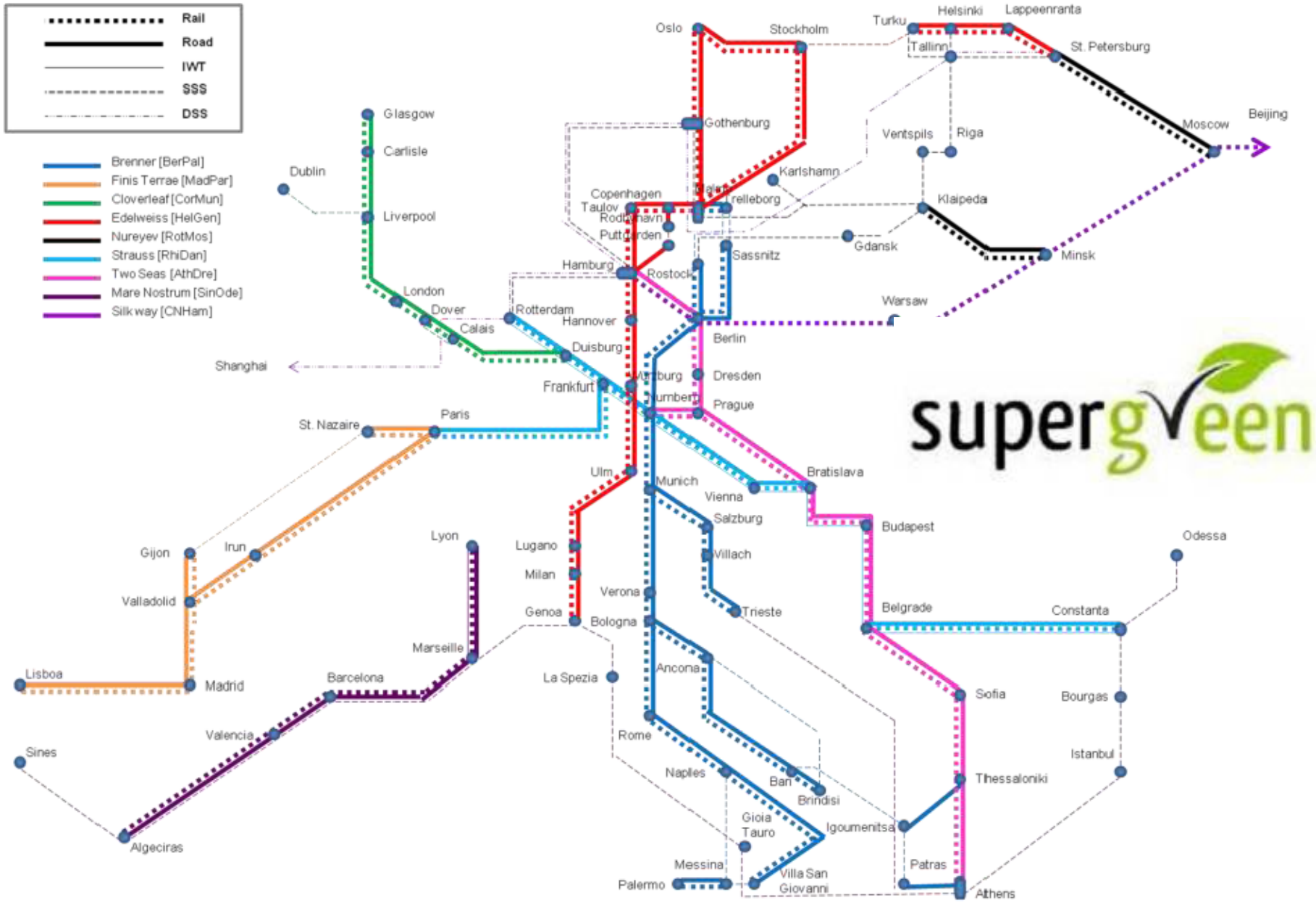


Green Corridor The Swedish Initiative



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

Scientific Cooperation + Benchmarking



Infrastructure is nearly finalized,

but Upgrading is still going on

- Follobanen Oslo-Ski: 22 km new double track tunnel 250 kmph (2013-2018)
- Trollhättan – Göteborg: double track (2012)
- West Coast line: double track Bastad – Förslöv – Engelholm (2012)
- Copenhagen-Ringsted: Modernization to 200 kmph (2013-2018)
- MoS Rostock-Gedser: upgrade of ferry lines and ports (2012)
- Rostock-Berlin: Modernization to 160 kmph and 25 t axle load (2013)
- Berlin-Dresden: Modernization to 200 kmph (2014)
- Berlin-Nuremberg: Modernization (max. 300 kmph)
 - Berlin-Leipzig-Erfurt: realized / under construction (2015)
 - Erfurt-Nuremberg: under construction (2017)
- Brenner Base Tunnel: main construction works started in April 2011



Green Pearls in the SCANDRIA Corridor

- Oslo: Electro mobility
- Gothenburg Biomass Gasification
- Scandinavia – Germany and further south:
Blocktrains and Biogas HGVs
- Crossing the Baltic Sea :
Greening Ports and Ferries
- Berlin – Brandenburg: Guiding Star of Renewables
and Electro Mobility
- Leipzig/ Saxony : New Transshipment
Technologies
- Austria – Italy: The Comprehensive
Brenner Approach
- Port of Venice: Green Port Conference 2011



**CLEAN
BALTIC SEA
SHIPPING**

**BSR
InnoShip**



The Scandria Blocktrain Approach

Comparison Rostock – Wels

Truck: 850-900 €



Train: 540 €

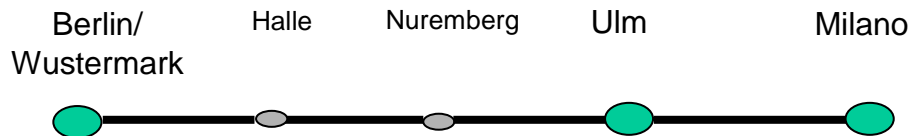


- modal shift by new blocktrain services
- Goods consolidation in corridor
- Different concepts evaluated
 - Mixed train
 - Non-stop train
 - Traffic concentration (multi-step approach)



The Scandria Blocktrain Approach

- **Berlin (Wustermark) – Ulm [- Mortara / Milan]**
- High demand between Wustermark and Southern Germany
- Good capacity utilization in North-South AND South-North direction
- Profitability with 63 % utilization rate
- Contact: IPG Potsdam



167 km

320 km

173 km

450 km

S 1110 km

Main potential for the Berlin-Brandenburg Scandria trains



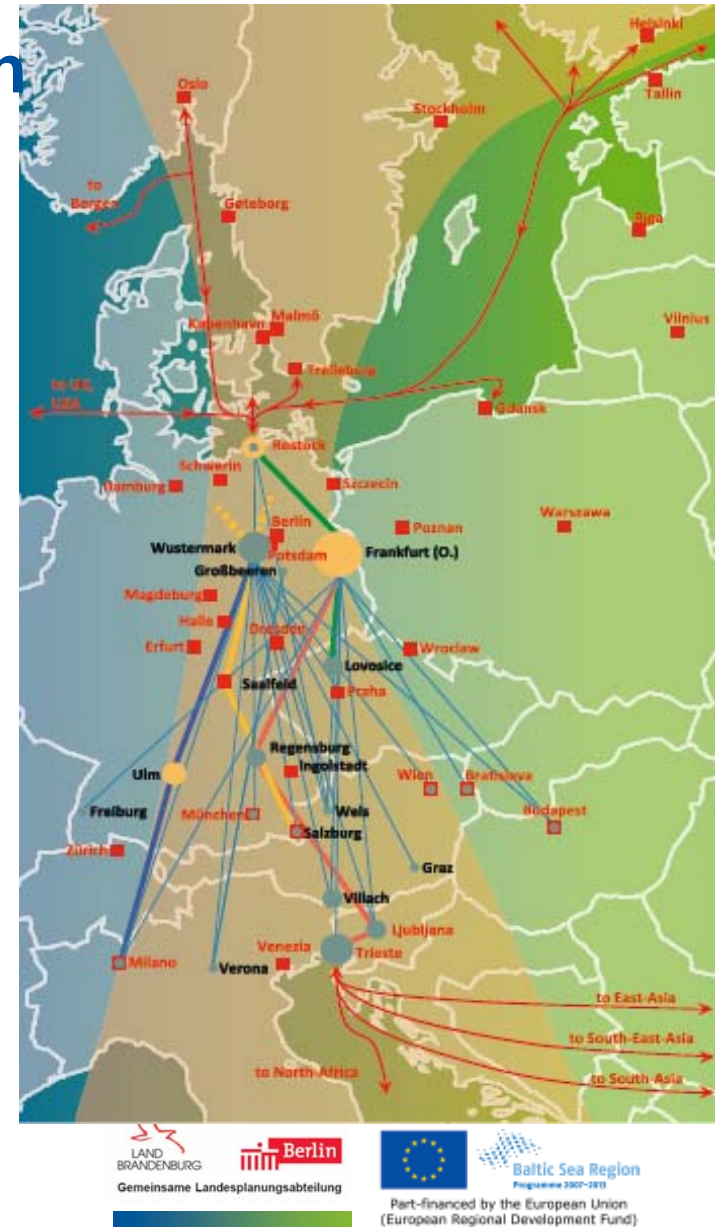
SCANDRIA Trains Concepts for the Berlin-Brandenburg Region

Intermodal trains

- Sassnitz - Großbeeren - München - Verona - Venezia / Ravenna
- Wustermark - Ulm - Milano
- Rostock - Wustermark - Prag - Wels - Villach - Koper / Trieste

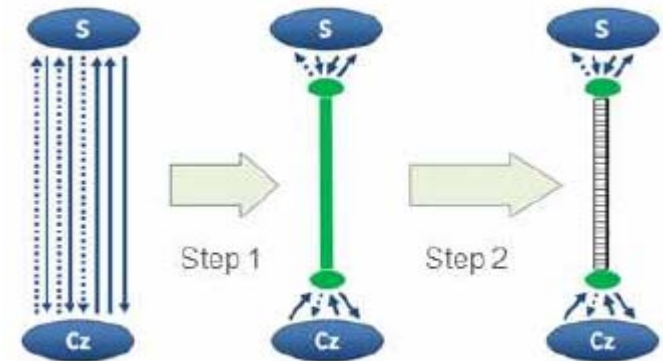
IPG mbH, VM M-V, 2011

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- A diagram showing a route from Rostock to Usti nad Labem via Frankfurt (Oder). The route is represented by a green line with three blue dots at the stops. The stops are labeled: Rostock, Frankfurt (Oder), and Usti nad Labem.



The Scandria Blocktrain Approach

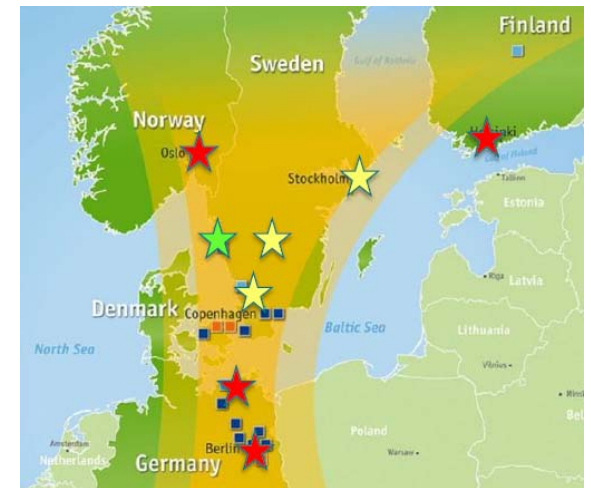
- **Scandria Shuttle**
- Multistep approach:
 - Consolidated truck transport
 - Shift from road to rail if sufficient volumes have been reached
 - Marco Polo project intended
- Contact: Öresund Logistics



MARCO POLO 
NEW WAYS TO A GREEN HORIZON

The Scandria Biogas Approach

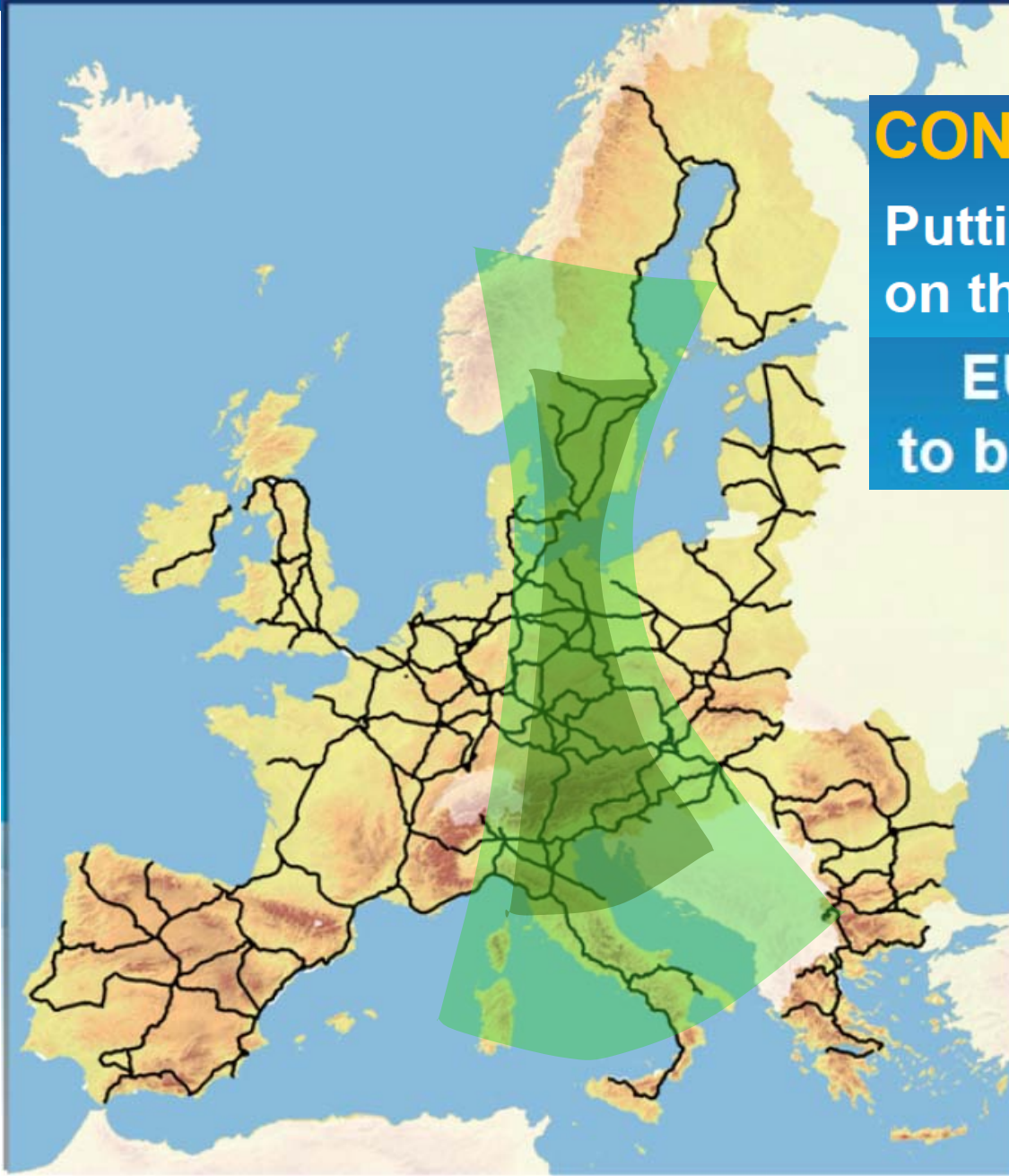
- Liquefied Biogas / Diesel in HGV transport
- Feasibility
- Stakeholder network
- Action plan recommendations
- Contact
ylva.persson@trafikverket.se
staffan.johannesson@ecoplan.se
- Biogas workshop 31.10.2011 in Roskilde



Leipzig/Saxony: New Technologies for Shifting Transport to Rail

- **CargoBeamer[®]** enables the automated, parallel, fast and cost effective transshipment of cargo between road and railways
- This system is compatible to
 - Standard semi-trailers and Mega-trailers
 - Swap bodies and containers
 - Different rail gauges in Eastern and Western Europe
 - Existing terminals
 - The systems road and railways
 - The system air cargo



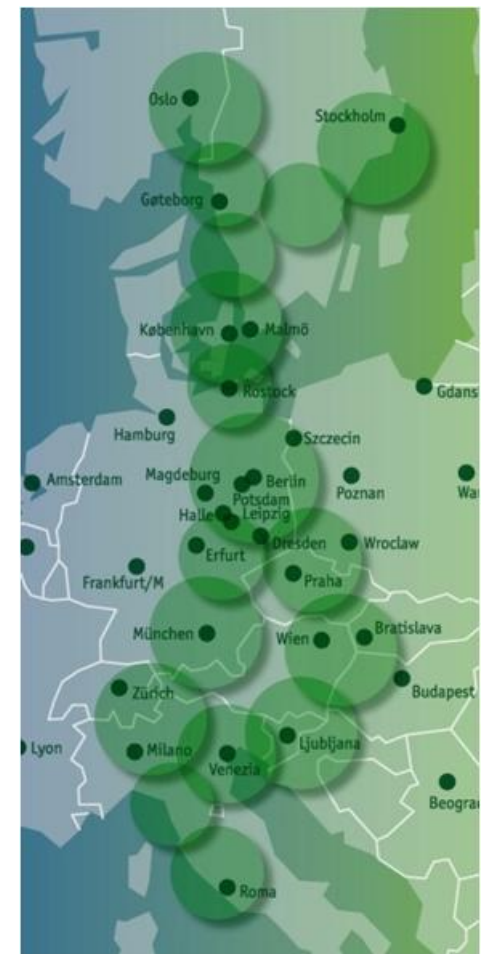
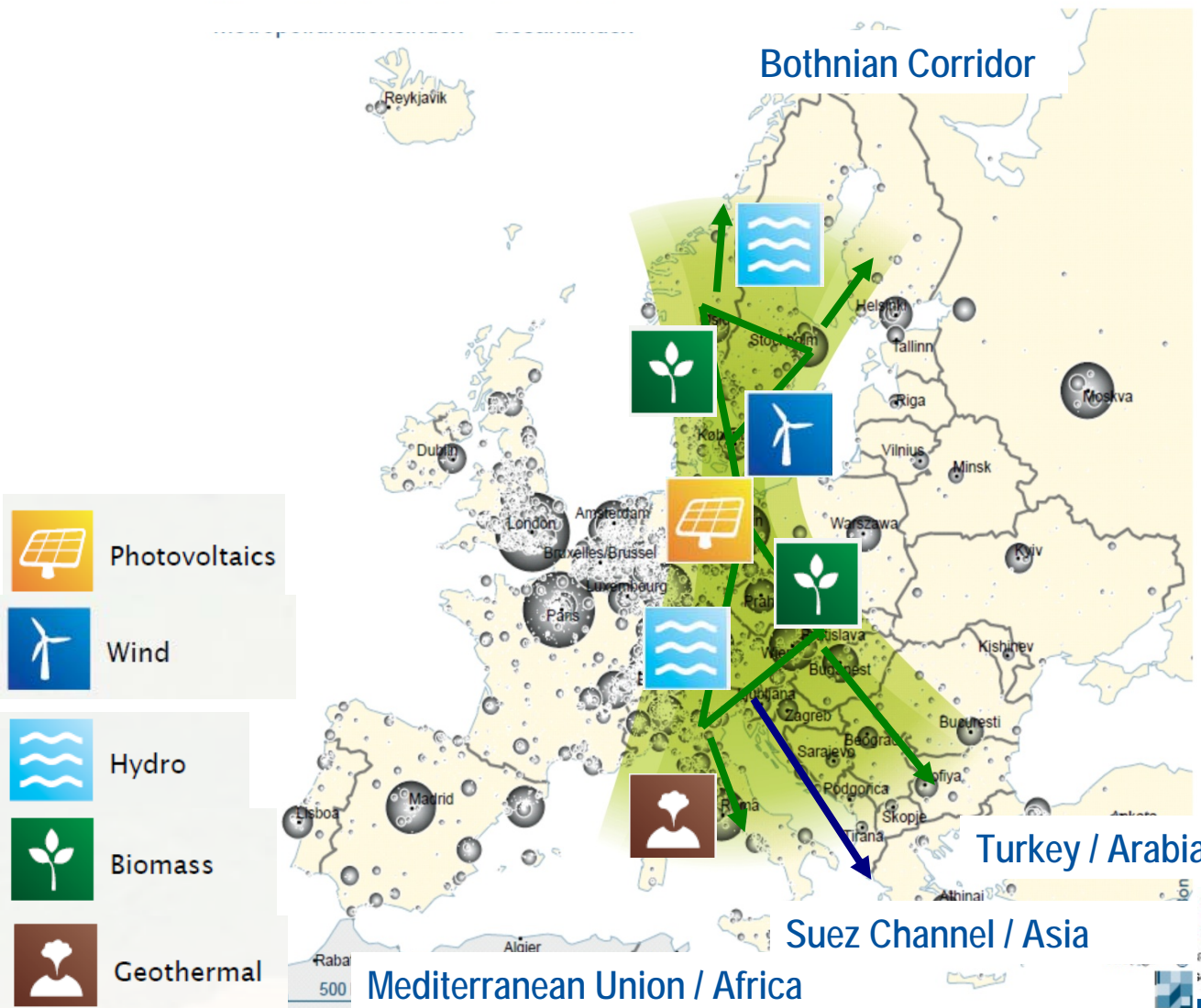


CONNECTING EUROPE:

Putting Europe's economy
on the move

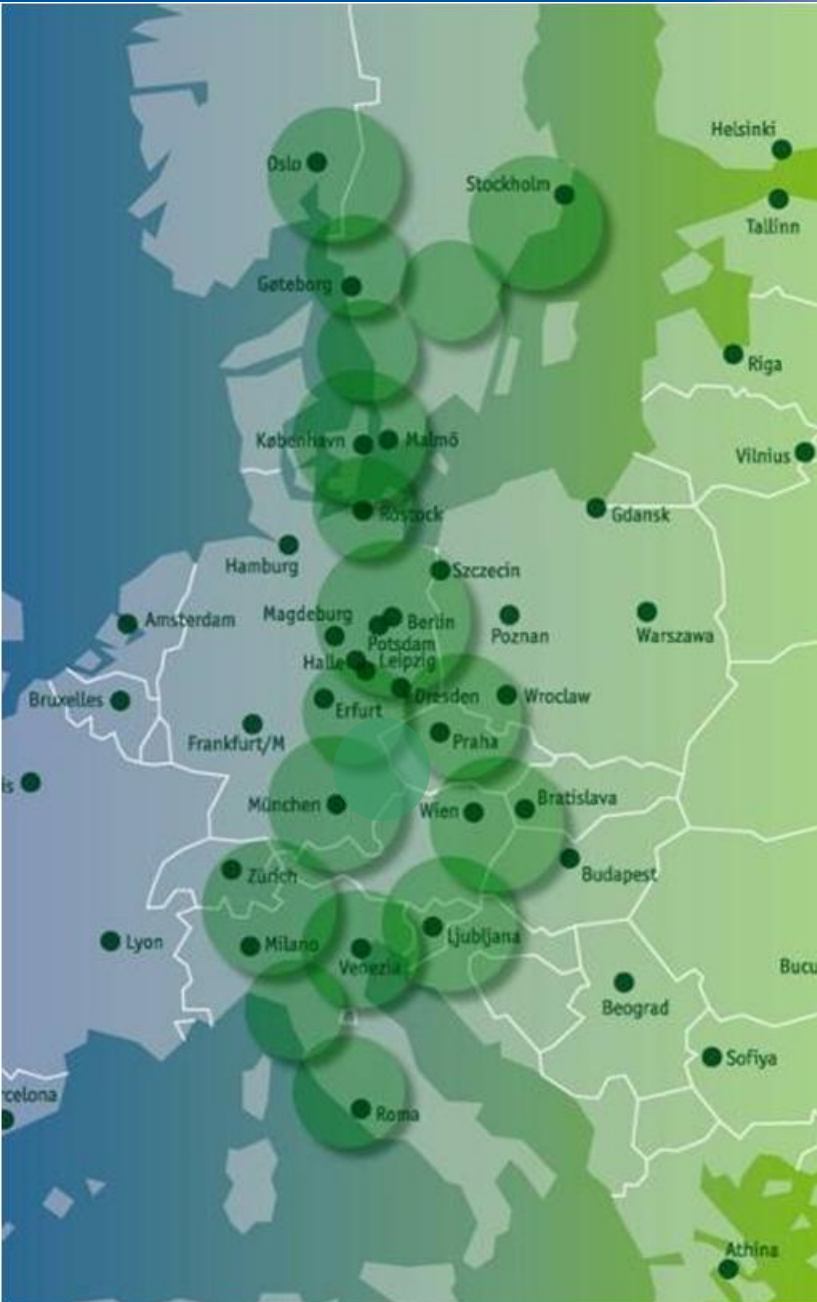
EU 27 Core Network
to be completed by 2030

Renewable Energy Supply



Steps forward to a SCANDRIA Alliance

- In general, further improvement and greening of corridor network - following the SCANDRIA Action Program
- Additionally, focusing more on economic fields of cooperation and on regional development
- Addressing more interactions of ,greening transport‘ and ,energy production / supply‘
- Setting up new projects in the SCANDRIA Corridor and a „SCANDRIA Alliance“ serving as ,umbrella‘ for further activities



**Thank you very much
for your attention!**